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# The Hongkong Telegraph.

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## DOUBLE MURDER.

### FATHER AND SON KILLED.

#### FATAL ALARM.

An attempted robbery, leading to the murder of two of the victims, occurred at Sheungshui in the early hours of this morning.

While the proprietor of the On Yeung Foundry, an extensive concern occupying a block of seven houses in Funging Street, was asleep in the premises with his workmen, armed robbers made a surreptitious entry into that portion of the establishment used as an office, and murdered him and his young son in cold blood. They did not steal anything, but left two knives, some gags and a length of wire used for securing the gags behind them.

Very little appears so far available to the police in the way of clues or information as to the exact sequence of events. An assistant accountant of the shop, a young lad named Yeung Kam-yu, who slept in a back cubicle, said he was awakened by the sound of a police whistle. He found a man standing over him threatening him with a knife. Induced to keep quiet, the accountant had perforce to lie motionless on his bed while a blanket thrown over him effectively prevented him from seeing what the intruders were doing. According to a report which he made to the police, he did not dare to throw the blanket away from him until a long interval of absolute silence convinced him that the intruders had left. Later on going out into the front room to investigate, he almost stumbled against the body of a man lying across the doorway of the room. Outside in the office, another body was stretched out on the floor. These bodies were of the proprietor of the foundry and his young son, who had died from a number of stab wounds.

From the story related by the sole survivor of this tragedy, it would appear that the whistle which woke him up in the first instance was blown by the proprietor when the presence of the robbers in the room was discovered. It is thought that the blowing of this whistle led the robbers to murder the proprietor and his son, and that the intruders would not have contemplated such a deed had they been allowed to have their own way in an enterprise aiming at the theft of money and valuables.

The police were duly apprised of the affair, and on their arrival they had the bodies removed to the Mortuary.

The only detail which could be obtained in regard to the identification of the robbers was a statement by the accountant that the man who spoke to him used the Shekhi dialect. It being dark at the time, the accountant says he could neither discern the man's face, nor the number of men engaged in the attempt.

## MACAO TRAGEDY

### MOTHER AND SON KILLED.

Our Macao correspondent reports a double tragedy as having occurred on the 9th instant.

It appears that four Chinese, each armed with a big knife, entered a house, and after enquiring from a woman where her husband was, stabbed her and her eight-year-old son to death. A servant and another boy, aged four years, were also stabbed, but not seriously.

At the time, the husband was on the second floor, and on hearing the noise he came downstairs to find that his wife and son had been brutally done to death. The intruders had by that time disappeared.

## RICKSHA RIDES PROVE COSTLY.

### COOLIES AND STREET THIEVES IN COLLUSION.

#### TWO VICTIMS YESTERDAY.

That there is in existence a gang of street thieves, who work in conjunction with ricksha coolies, is revealed in a report which has been made by one of their victims, Mr. H. M. Grossmayer, third steward of the President Pierce.

With the idea of taking the Star Ferry boat to return on board, Mr. Grossmayer, last night engaged a ricksha outside the Hongkong Hotel, but it was not until the vehicle had travelled west for some distance that he became aware of the fact that he was not being taken in the right direction. A wave of his hand to communicate the mistake to the coolie was the signal for the latter to drop his shafts. This was in a thoroughfare the name of which was not known to Mr. Grossmayer. Then from a side-street there rushed a man, who, with the assistance of the coolie, proceeded to rifle Mr. Grossmayer's pockets. They took from him a sum of \$10 in American notes. The coolie then decamped with his ricksha in one direction and the second man ran into another street. Mr. Grossmayer is unable to tell the police the number of the ricksha.

#### "EMPRESS" QUARTERMASTER ROBBED.

Mr. John Henry Onkes, quartermaster of the s.s. Empress of Scotland, also had an unpleasant experience last evening, when he had a wallet containing \$13, papers, and photographs stolen by a ricksha coolie, while riding in Wanchai. The photographs were found on the ground in a scavenaging lane off Spring Garden Lane, but the wallet itself and the other articles have not been recovered.

A ricksha coolie was charged before Mr. E. E. Lindell, at the Central Police Court this morning, with the theft.

The complainant, giving evidence, said he hired the ricksha to take a ride, and they went in the direction of Wanchai. When they came to a deserted spot he got out of the ricksha, and paid the coolie 20 cents. He chartered the same ricksha again, and told the coolie to take him to Sampan Street, and when they arrived there he put his hand in his trousers pocket to get some money. The coolie snatched his wallet, which was in the inside pocket of his jacket, and ran away. Complainant gave chase, and the coolie was stopped by a Chinese policeman. When searched they failed to find the wallet in the possession of the coolie. A report was made to the police, and in company with Sgt. Rozesky, the complainant made a search of the locality where the theft took place, and the photographs were found. The ricksha was discovered across the road, on the reclamation ground. The complainant identified the defendant as the coolie who pulled the ricksha he hired. Questioned by Mr. Lindell, complainant said he did not see the coolie throw the wallet away.

Evidence was given by a Chinese constable and Sgt. Rozesky. The latter said the defendant might have thrown the wallet into the ricksha, and while being chased, a confederate could have taken the ricksha away and obtained the wallet. Another common trick was for the coolie to suddenly drop the shafts, and throw the passenger out, but apparently this was not done.

The defendant denied the charge, and said he was running with some other people, when he was stopped. He alleged the complainant tried to hit him, and becoming frightened, he ran away.

## THE BOYCOTT.

### ESTIMATE OF HEAVY LOSSES.

#### CHINESE SUFFER.

Estimates made of the losses suffered by natives of Kwangtung Province, in Canton and Hongkong, as a result of the prolongation of the boycott put the figure at considerably over 165 million dollars. This will serve to show that in a movement professedly designed to injure foreign trade, the Chinese themselves have been the principal sufferers.

One result of the boycott has been to stop the free inflow of remittances from Overseas Chinese, and a rough calculation puts this figure at fully \$25,000,000. This money is usually very largely employed in commercial transactions in Canton and the province generally, and the cutting off of the supplies has caused such a stringency that banditry has very largely increased in the province.

In regard to the restriction of exports for foreign markets, it is estimated that a loss of another \$25,000,000 has been suffered, whilst the exports of native produce for consumption by Overseas Chinese are calculated to have declined by quite \$20,000.

In the matter of the depreciation of investments in Hongkong, it is conservatively estimated that this, only taking natives of Kwangtung into account, totals fully \$100,000,000.

All these figures are said to be calculated on a decidedly conservative basis, and they are most illuminating as showing how the continuance of the boycott is reacting with disastrous effect on the Chinese.

To-day, according to the Chinese calendar, marks the end of the eighth month of the boycott, and it is for this period that these figures have been drawn up. The boycott organisation has been operating with increasing vigilance during this period, and if the energies of the leaders and pickets had been put to better purpose, it is conceivable that heavy losses of revenue to the Canton Government could have been prevented; to say nothing of the huge sums which Chinese merchants have lost.

## WU PEI-FU STARTS.

### CAPTURE OF SINYANGCHOW.

Hankow, Feb. 12. It is reported that Wu Pei-fu's troops have captured Penschinwan Station, cutting of the Kuomintang forces in Sinyangchow from the main body and disarming them.

Sinyangchow is now completely in Wu Pei-fu's hands.—*Reuter*.

[Sinyangchow is in the Province of Honan, and it derives its importance from the fact that it is the head of navigation on the Shih Ho, a tributary of the Hwai Ho, and is also the terminus of the great road from the north which later degenerates into a mule path. Its importance is further enhanced by the near passage of the Peking Railway.]

## STERN NOTE.

### RUSSIA STILL THREATENING.

Riga, Feb. 11. M. Borkusevitch, the Soviet representative at Riga has handed the Latvian Foreign Minister a Note, protesting against the failure of the Latvian Government to reply to the Soviet demand that Soviet representatives shall participate in the investigations into the murder of a Soviet courier named Nette. The Note accuses the Latvian Government of unwillingness to clear up the circumstances of the attack, declaring that unless a Soviet representative is given every facility to investigate the affair, the Soviet

## LEAGUE OF NATIONS CRISIS.

### GERMAN APPLICATION RAISES PROBLEM.

#### OTHER POWERS APPLY.

London, Feb. 11.

Arising from certain reported moves inspired by France in connection with Germany's application for admission to the League of Nations, Mr. Ramsay MacDonald, in the House of Commons, invited a statement from Sir Austen Chamberlain, who, replying, said that the application, as was probably inevitable, had opened the whole question of the composition of the Council. It had led to claims from other quarters but until the arguments had been heard it was impossible to reach a final decision. As regards the course that would best serve the interests of the Council and the League he would make a further statement before his departure to attend the Council in March, if possible, but he thought that as a good deal of difference of opinion must at first exist it would defeat the whole object of the forthcoming meetings and destroy the League's usefulness and influence. If representatives were bound in advance by rigid instructions which would render common agreement impossible.

The only addition that Sir Austen Chamberlain was willing to make to the foregoing statement was that more than two other Powers had applied for seats on the Council.—*Reuter*.

#### GERMANY'S VIEWPOINT.

Berlin, Feb. 11.

Reports of "intrigues" on the part of certain Governments to extend the permanent membership of the League Council has aroused considerable interest. In the absence of official comment it is felt certain that Germany will regard it as disloyal and contrary to diplomatic custom to invite Germany to join the Council and then drastically alter its composition. It is understood that the Government is of opinion that Germany must be given a permanent seat on the Council which must not otherwise be increased.—*Reuter*.

#### NO DECISION YET.

Rugby, Feb. 11.

Sir Austen Chamberlain, the Foreign Secretary, was questioned by Mr. Ramsay MacDonald, the Labour Leader, regarding statements which have appeared in the Press that two Powers, in addition to Germany, were to be granted permanent seats on the Council of the League of Nations. Sir Austen Chamberlain replied that the application of Germany for admission to the League had opened up the whole question of the composition of the Council and was giving rise to claims in other quarters, but until these claims had been formally preferred and arguments both for and against had been heard, it was impossible to reach any final decision as to the course which would best serve the interests of the Council and of the League generally. So far as it was practicable to study them at this stage, the issues involved were receiving the careful consideration of the British Government. If it were possible for him to make a further statement before he left to attend the Council in March, he would do so, but he felt sure it would be recognised in a matter which was to be the subject of debate and decision by the Council and the Assembly of the League and upon which differences of opinion might at first exist, it was desirable that full weight should be given to the feeling which might be found to prevail in those bodies and to arguments which might be adduced in their discussions. It would defeat the whole object of such common consultation and destroy the usefulness and influence of the League if representatives of this and other countries were bound in advance by rigid instructions which would render

## FOR THREE DAYS

### "LIMCHOW" DETAINED AT CANTON.

#### LATER RELEASED.

Amongst Chinese business circles in the Colony the report has been in circulation for some days that a certain steamer has been fined by the Canton Government for alleged contravention of the rule it recently issued against making Hongkong a port of call in the case of steamers trading with Canton. There was talk of a colossal fine having been imposed on the steamer, which was said to be owned by Chinese, and the news caused considerable interest, because if the story were correct, it would be the first enforcement of the new regulation, and be regarded as a precedent for similar acts on the part of the Canton Government.

Enquiring into the matter, a *Telegraph* reporter learns that what really happened was that the steamer Limchow, trading between Canton and Haiphong and flying the French flag, was detained on her last visit to Canton in consequence of a report having been laid before the Canton Government that she put into Hongkong on her way from Haiphong. After three days' detention of the steamer in Canton, she was released on investigations revealing the fact that the report laid before the Canton authorities in the first was incorrect.

The Canton agents of the Limchow, which, by the way, is owned by a Franco-Chinese company under the name of Messrs. J. Pannier and Company, of Haiphong, represented to the Canton authorities that the Limchow, although she had formerly called regularly at Hongkong, had altered her schedule to accord with the Government's requirements since the issuing of the ban. On the trip in question, she had gone up to Swatow before returning to Canton, and it was suggested that this change of schedule might have produced the present misunderstanding.

After three days, during which the Limchow was not allowed to discharge her cargo, the documents necessary to the clearance and departure of the vessel being withheld, the explanation of the Canton agents was accepted and the Limchow was permitted to clear again for Haiphong, which she did on the 31st January. Acceleration of the negotiations with the Canton Government, is explained by the local agents to be due to the fact that although the vessel is partly Chinese-owned, she was registered in Haiphong and was flying the French flag.

Until the issuing of the ban against steamers calling at Hongkong, the Limchow used to call here regularly, trading between Hongkong, Canton, Haiphong and other ports. Her local agents, Messrs. Sing Kee, of No. 55, Jervois Street, to-day announce that the Limchow, after her release, has again gone to Haiphong, from which port she is expected to return to Whampoa on the 14th instant.

## OPIUM HAUL.

### FINE OF \$10 A TAE.

Acting on information, a party of revenue officers, under R. O. Lanigan, carried out a raid on No. 464, Shanghai Street, yesterday and seized a quantity of illicit opium, valued at \$968.

A male occupant of the floor was taken into custody and on being charged with possession of 104 tals of prepared opium and 68 tals of raw opium, at the Kowloon Magistracy this morning, the defendant admitted both charges and

## Bulls and Inners

From the Office Butts.

What is the difference between Dick Norton's Globe-Trotter party and the Empress of Scotland's tourist party? One sees the world in the "circle," and the other circles the world in the sea.

MacWhirter had his kilt on last Monday. This, however, had nothing to do with the visit of the Empress of Scotland to the Colony.

A letter was discussed at last Tuesday's meeting of the Sanitary Board relative to mosquito at Shek O. We understand that the Board hopes to shoot it should it come down to Tai-tam for an early morning drink.

Referring to the "Empress of Scotland" a contemporary states:—"She has already made four cruises." We understand that in order to look after them properly, the mother ship has been amah-plated.

It's calculated that if the average Hongkong motorist collected all his upkeep bills and laid them out in a straight line, they'd almost reach from his garage to the House of Detention.

The motor crank used to be below the radiator. Nowadays he's mostly found at the wheel.

We may not know Latin, but certainly many of our Citizen Soldiers could do with a little more drill.

The only reason some Kowloon folk are alive is because they are agile.

What about spare parts for pedestrians?

The chicken which we've just bought from the comrade Cheung Chau Residents Association should be given the Order of the Million Crores on Saturday Full Crop in the Chinese New Year Honours List.

Talking of Prohibition, it may annoy Mr. Volstead to learn that the cotton-spinner has his gin, the soldier his bar, the sailor his port, and we're all going to have our bier.

Appropriately enough, when a woman goes to the doctor and says she's tired out, the first thing he does is to look at her tongue.

There is no truth in the rumour that golfers will in future be required to qualify for a drivers' licence, in view of the fact that one enthusiast drove through the windscreen of a motor car without stopping.

Speaking of "eats," one of our visitors won't forget his tiff in a taxi in Hongkong.

The law is commonsense. That's why it is so difficult to enforce.

The population in Joe House Street isn't nearly so dense these days.

Newspaper heading: "Harnessing the Severn." Must be getting frisky in his retirement.

Amongst the New Year Honours we notice the name of Diwan Bahadur Tinnevelly Nallaiyappa Pillai Sivagnanam Pillai Avargal. We shouldn't like to have to write him more than once a week.

Probably the golfer who managed to hit a motor-car at Happy Valley was determined to give the ball a really long drive.

According to a contemporary's Cheung Chau notes, a missionary "reached on the previous Sunday on 'The Unfenced Life.' Must have had a rough trip across.

There was a large attendance of local Scotsmen at a musical demonstration this week. It looks as if many ventilators on the

If you were to pray on the mind of some folk, you'd die of starvation.

Motor Note: Always park alongside a nice new car. It will back out without scraping yours.

We trust that the Shanghai interport golfer who rejoices in the name of Blinko realises the necessity of keeping his eye on the ball.

News reaches us from Singapore that an American tourist was recently found wandering about in the small hours of the morning, with a pair of trousers on his arm, looking for the Singapore Free Press.

"Intrested:"—Just because a gentleman carried a number of narcissi on a plate, it doesn't necessarily follow that he was an amateur photographer, even if there was a bulb exposure.

"Bible Store Robbed," says a newspaper heading. This is carrying the search for gospel truth a bit top far.

We understand that the ghost at the Central Police Station proved to be due to the Traffic Department putting a spook in the wheel of a reckless motorist.

Home Note:—When carefully dressed, it is very difficult to tell an old hen from a young chicken.

Some folk talk so clearly about what should be done with Canton that you'd think they'd been vaccinated with an orthophone needle.

The unread breed the Red.

A contemporary states: "The Cheung Chau Residents Association should be given the Order of the Million Crores on Saturday Full Crop in the Chinese New Year Honours List."

What Canton would like to pass is an appropriation bill.

Strike or no strike, the vagrant does not believe Hongkong is finished.

A Sign of Civilisation: Only sixteen persons were lynched in America last year.

Some of our young folk forget that a girl can be a live wire without being shocking.

Hercules made a pretty good job of cleaning the Augean stables, but we wonder how he would have got along changing the oil in the differential.

Telephone statistics say that out of a thousand calls, the wrong number is only given thirty times. But then figures can prove anything.

The last word in fashion is never.

A parking space in Hongkong is where you leave your car to have its tail light knocked off.

From an advertisement: "Dancing Must Stop Strrrp at Midnight." We don't know what the fourth word means, but we are certain that it couldn't be the noise caused by a gentleman dancer stepping on his partner's dress.

"The modern poet doesn't look like one," says a literary magazine. A casual glance at his output convinces us that he doesn't write like one, either.

There is no truth in the rumour that the Canton Navy has gone into dock to have her boilers cleaned.

We can only assume that the



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### THE LATE MR. C. J. B. HELLSTROM.

FUNERAL AT HAPPY VALLEY YESTERDAY.

#### Representative Tributes.

The funeral of the late Mr. C. J. Bertil Hellstrom, who died suddenly in his bath at his residence 4 Banoo Buildings on Wednesday night, took place yesterday. A large number of friends were present at the cemetery, including the local consuls. The Rev. J. Horace Johnston officiated.

The late Mr. Hellstrom was a native of Sweden, his home being Norrköping, and he is survived by both parents. He was unmarried and prior to being appointed as Consul General for Sweden in Canton he was employed by Messrs. Gilman & Co. The deceased was well-known and at a public meeting held in the City Hall on August 17 he gave a very interesting address on Bolshevism in China. He was formerly in the Swedish Legation at Moscow and, for three months was in charge of British interests in that city.

The deceased had only arrived from Canton on Wednesday afternoon and proceeded direct to his flat in Banoo Buildings. One of the boys saw him going into the bathroom at about 9 p.m. and on not seeing him appear an hour later, the boy made investigations. When on knocking at the door he received no reply, he summoned help and the door was broken down. The deceased was found collapsed in his bath, which was full, and on examination life was found to be extinct.

#### The Funeral.

Among those who attended at the graveside were:

Mr. G. Miskin (vice consul for Sweden), as chief mourner, Sir Henry Pollock, Messrs. M. Karstén, Karsten Larssen (Consul for Denmark), Sverre Berg (Consul for Norway), C. H. Basto (ad hoc Consul for Bolivia), A. L. C. de Albuquerque e Castro (Consul for Portugal), B. O. Blaker, A. Keith, E. C. Fincher, W. J. Hansen, Holger Dreyer, H. Effersoe, Madam Petroff, Surg. Com. and Mrs. Lawrence Hunt and many others.

Wreaths were laid on the grave from the following: The Consular Body of Hongkong: Mr. M. J. Quist (Consul for Netherlands), Mr. and Mrs. S. Berg, Mr. and Mrs. Karsten Larssen, Mr. and Mrs. G. Miskin, Mr. and Mrs. W. J. Hansen (Canton), Surg. Com. and Mrs. Lawrence Hunt, Mrs. Petroff, Major and Mrs. Olivecrona (Canton), Mr. and Mrs. E. Schuyt (Canton), Mr. and Mrs. Effersoe, Miss R. Mowling and Miss E. Rogers, Capt. T. Arthur, Mr. F. H. Dorf, Messrs. H. H. Xavier, F. Murer, N. Bjørke (Canton), E. Kern, H. Dreyer, J. Krogh-Moe, B. O. Blaker, A. Keith, E. C. Fincher, P. S. Ming, Y. Ming, and the Staff of Gilman & Co. Ltd.

#### FAMILY OF HEROES.

REMARKABLE RECORD DISCLOSED.

Rugby, Feb. 11.

A remarkable family record of bravery is recalled by the presentation reported yesterday, of the Royal Humane Society's Stanhope Medal for the "bravest deed of the year" to a Grimsby fisherman, Duncan Souter, who dived off a steam trawler ninety miles off the Iceland coast in heavy seas, and rescued the mate, in circumstances of the utmost peril.

His father and his brother both hold medals for distinguished sea bravery during the war, and his cousin was also awarded the Stanhope Medal a few years ago. They are all North Sea fishermen.—British Wireless.

### OBITUARY.

#### MR. DAVID E. BROWN.

Formerly Hongkong Manager of Canadian Pacific.

News reached the Colony yesterday by cable from Vancouver of the death of Mr. David E. Brown, in that city, on Wednesday.

Old residents of Hongkong will remember the late Mr. Brown as General Agent of the Canadian Pacific in Hongkong from 1893 until 1908.

He was born on March 20th, 1855, at Bowen Sound, Canada, and entered the railway service with the Great Western Railway at the age of 20, as a ticket clerk and telegraph operator. Later he was with the Northern and North Western Railway as agent at Alliston, Barrie and Orillia, relieving agent, travelling auditor, cashier and special travelling agent.

The late Mr. Brown first joined the Canadian Pacific Railway in 1883, being freight agent at Winnipeg, Manitoba, for three years, and then being appointed, in September, 1886, district freight and passenger agent for the Pacific division. He was promoted assistant general freight and passenger agent, Western and Pacific divisions, in charge of railway and Pacific steamship traffic in May, 1889, and was then transferred to Hongkong to take charge of the Company's Pacific steamships and traffic of China, Japan, India, Australia and intermediate territory. He arrived here in the year 1893 and remained continuously in the service of the Company until he left in 1908.

During his sojourn in Hongkong the late Mr. Brown was a member of the Hongkong Club and other local organisations. He was well-known and very popular. It is interesting to note that Mr. Allan Cameron, the present Oriental Manager of the Canadian Pacific, is a nephew of the late Mr. Brown.

#### ST. DAVID'S SOCIETY.

A PLEASANT SOCIAL GATHERING.

Dinner to be held.

There was a happy gathering at St. John's Cathedral Hall last evening, when the President, vice-President and Committee of the local St. David's Society were at home to all Welsh folk in the Colony.

An interesting feature was the presence of a visiting lady with Welsh associations who is a world tourist on the "Empress of Scotland."

She received a cordial welcome from the members of the Society, and took an active part in the gathering by accompanying at the piano when the Welsh national song was sung.

Music and refreshments were provided, and the vice-President, Mr. J. Owen Hughes, in the course of a short speech, announced that the annual dinner would be held at the Hongkong Hotel on St. David's Day.

He said that owing to the difficult conditions which had prevailed in the Colony during recent months, it had been thought at one time that it would be impossible to hold the annual dinner.

He hoped there would be a full representation of Welsh people present on that night.

### THE IMPROVED VICTROLA.

PUBLIC DEMONSTRATIONS OF THE ORTHOPHONIC MACHINE.

#### A Dramatic Development.

Music lovers of Hongkong yesterday heard for the first time the new Orthophonic Victrola, which is expected to herald a new era in musical reproduction. The demonstrations were given by S. Moutrie & Co., Ltd., Victor distributors, throughout the day.

One of the most significant features of the demonstrations was the dramatic story of how this new musical instrument was developed. It was explained that the Orthophonic Victrola is a purely mechanical instrument, which reproduces sound from records with an efficiency fully 100 per cent greater than that of all previous types. This remarkable improvement, it was stated, has been attained by re-designing the instrument in accordance with a newly applied principle known as matched impedance.

It was this principle of matched impedance which originally made possible long distance telephone communication. By translating this electrical principle into mechanical terms, it has been possible to eliminate those elements in talking machine construction which heretofore have prevented faithful and undistorted reproduction of sound.

Application of this electrical principle to the mechanical talking machine was worked out by engineers of the Bell Laboratories of the Western Electric Company. When the formula was offered to the Victor Talking Machine Company, engineers of that company had reached a point in their own independent researches which enabled them to take immediate advantage of this revolutionary principle.

#### Faithful Reproduction.

Application of this principle of matched impedance has necessitated complete redesigning of the talking machine as it has been known in the past. The chief changes lie in the diaphragm, tone arm and horn. The new diaphragm is made of very thin duralumin, which has an almost uncanny sensitivity. Every curve in the sound passage is mathematically designed, and the orthophonic horn is just two inches less than six feet in length. It is possible to build such a length of horn into the cabinet by a unique method of folding, similar in effect to a snail shell.

This new principle of design has made possible the reproduction of practically the entire range of musical sound with fidelity. Notes which heretofore were either lost altogether, or were badly distorted in reproduction, are reproduced by the new instrument with their original purity of tone colour.

Photographic fidelity is the phrase that probably best describes the outstanding characteristic of the Orthophonic Victrola. The harp, the harpsichord, the tympani and other instruments which were the despair of talking machine designers, now can be reproduced in their true beauty, with unimpaired timbre. An entire band, orchestra or chorus can now be recorded and reproduced with the same effect as if the ensemble were actually present, as was demonstrated by the records played at the demonstration.

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Due to Sail from Hongkong at 7 a.m.

on the 23rd March, 1926.

FOR PASSAGE RATES and FURTHER INFORMATION APPLY TO:—

THE TOURIST DEPARTMENT.

OF

The Hongkong & Shanghai Hotels, Ltd.

16, Des Voeux Road, Central.  
HONGKONG.

### A CHARITY CABARET

## Concert & Dance

BY

DICK NORTON'S  
GLOBE TROTTERS

Under the Auspices of the Kowloon

Cricket Club, will be held at the

KING EDWARD HOTEL

ON

THURSDAY, 11th FEBRUARY

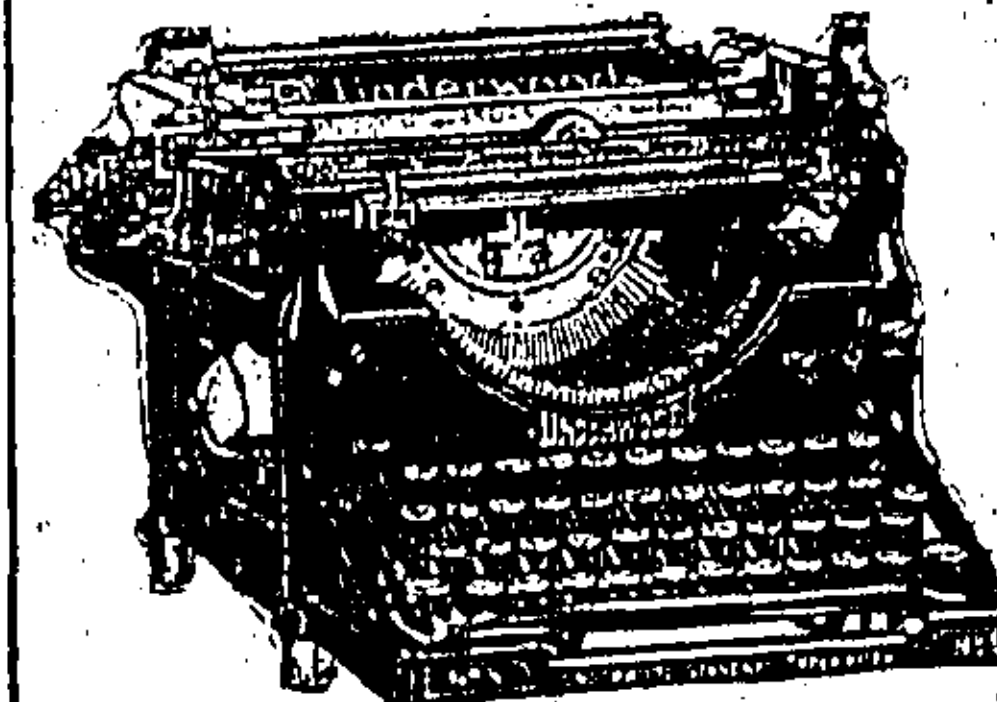
at 9 p.m.

TICKETS ..... \$ 2.00

### UNDERWOOD TYPEWRITERS.

ANOTHER VICTORY!

The Machine of Champions



Underwood wins World's Typewriting Championship for 20th consecutive year, Albert Tangora retaining his title at 130 net words a minute for one hour.

Stocked in all sizes and all languages.

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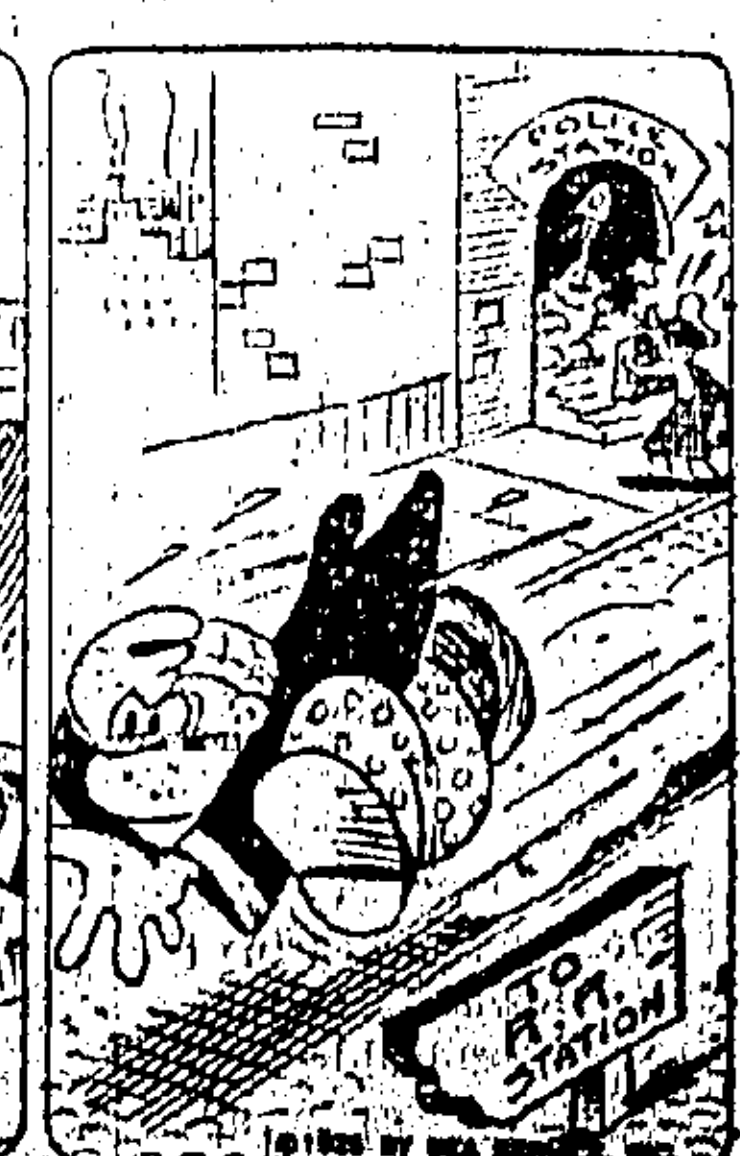
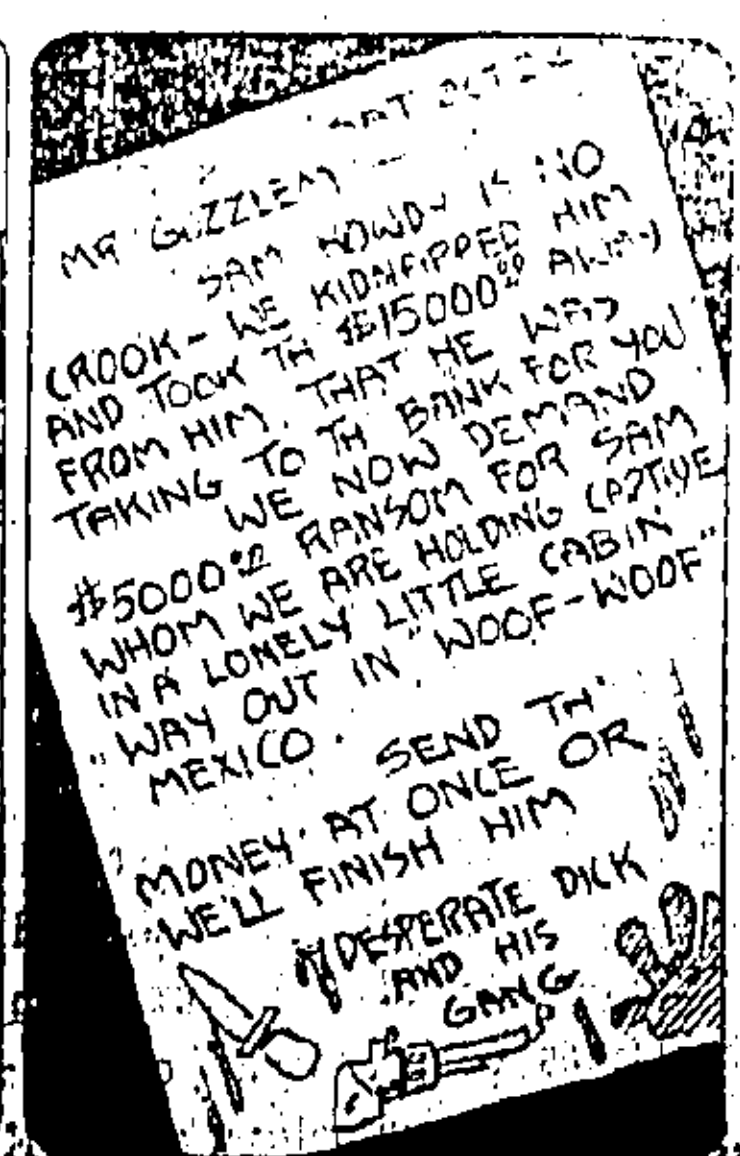
### Gets you well

and keeps you well that is the object of SCOTT'S Emulsion which builds, nourishes and strengthens. Your doctor knows it. Ask for

**SCOTT'S Emulsion**  
The protector of life



### SALESMAN SAM.



### Right But Wrong

By Swan.





H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) addressing the Volunteer Corps at Monday's parade. (Photo: Ming Yuen).



This group shows the officers of the Hongkong Volunteer Defense Corps. Lieut.-Col. L. G. Bird, D.S.O., the Commandant, is seen seated in centre of row. (Photo: Ming Yuen).



The Scottish Company of the Defence Corps leaving Headquarters for the inspection by H.E. the Governor on Monday. (Photo: Ming Yuen).



Reconstruction work in Japan is proceeding apace. In the above photo is seen the laying of the corner stone of the temporary Diet Building, which will replace the structure destroyed some time ago by fire.



Princess Mary at the meet of the Bramham Moor Hunt at Wike, near Leeds, of which Viscount Lascelles is Master.



This picture shows V. A. Compston, one of Britain's finest golfers, measuring the distance from the cup in a recent match.



Group photograph taken on the occasion of the wedding of Mr. J. R. G. Wyatt and Miss Isabella A. Blair, at St. Andrew's Church, Kowloon, on Tuesday. (Photo: Ming Yuen).



The Scottish Company of the Defence Corps on parade at the annual inspection by H.E. the Governor on Monday. (Photo: Ming Yuen).



## New Shirt wear

Fine soft Zephyr cloth in plain Blue, Buff and Grey with one soft and one stiff Collar to match each shirt \$8.00 the set

We allow 10% discount for cash.

**MACKINTOSH**  
& Co., Ltd.

MEN'S WEAR SPECIALISTS  
Alexandra Building,  
Des Voeux Road.

## G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)  
WATCH AND CHRONOMETER MAKERS, JEWELLERS  
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

Agents for:-

British Admiralty Charts	Heath Sextants, Night Glasses etc.,
Kelyin Navigational Instruments	Stanley Drawing Instruments
Ross London Telescopes & Binoculars	Wett's Theodolites, Levels, etc.,

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established ... .. 1855.

## Cafe Wiseman

FOR

**TIFFIN**

**TEA or DINNER**

**LIGHT REFRESHMENTS**

CAFE WISEMAN are now serving for One Dollar, the best Hot Tiffin in Town, including good quick service with every comfort.

The New Lounge is comfortably furnished and forms a cosy and convenient centre at which to entertain friends.

LANE, CRAWFORD, LIMITED.

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

**THE MING YUEN STUDIO**

(Battery Path.)

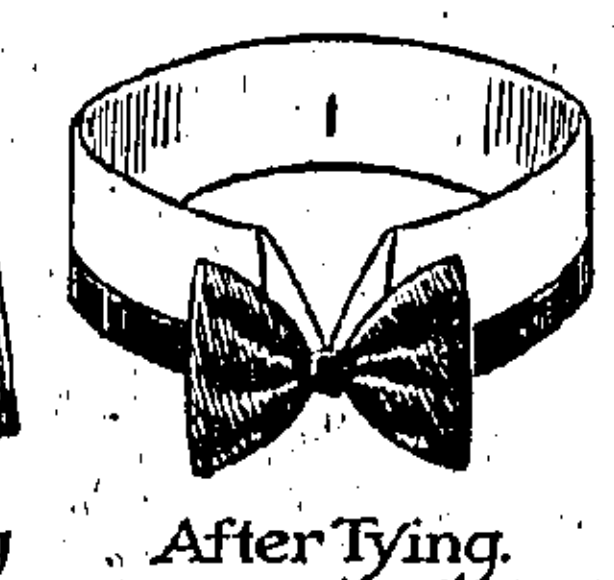
Official Photographers to the "H. K. Telegraph"

## WHITEAWAY'S

Correct Bows for Dress and Day Wear.



The "SAVOY"  
Single end  
DRESS TIE



"THE SAVOY"

Single end Bow Tie for Dress Wear in Black and White Materials. For Day Wear in a great variety of Excellent Designs.

CALL AND INSPECT  
GENT'S OUTFITTING DEPARTMENT

**WHITEAWAY, LAIDLAW & CO., LTD.**  
HONGKONG.



## Prepaid Advertisements

25 WORDS FOR \$1.00  
(\$1.50 if not prepaid)

The following replies are awaiting collection:—  
1314, 1320, 1376, 1384, 1385,  
1392, 1342, 1397, 1409, 1418,  
1375, 1439, 1441, 1442, 1444.

### TUITION

**SPANISH LANGUAGE TUITION**—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

### SITUATIONS VACANT

**WANTED**—Thoroughly experienced Japanese barbers. Good Salary for right men. Apply stating terms and experience P.O. 26 Macao.

### WANTED.

**WANTED**—Immediately stenotypist. Temporary. Apply Box No. 1450 c/o "Hongkong Telegraph."

### PREMISES TO LET

**TO LET**—Fully furnished flat 4 rooms, 3 modern bathrooms. May Road, from 1st April for 9 months. Apply Box 1449 c/o "Hongkong Telegraph."

**FOR RENT** two houses near St. Paul's and Dairy Farm Office: central, clean and quiet locality good outlook, may be rented in flats or whole house. Tel. No. 4630. Small Investors.

**VICTORIA HOTEL, QUIET RE-IDENTAL APARTMENTS**, full board from \$4 daily. Special family rates. 1 minute from ferry. Next new hotel Kowloon Road, Kowloon, Tel. K. 357.

**ON** or about March 1926 whole flat or spacious suite of offices in the "French Building" or "Victoria Building," No. 5 Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Banque de l'Indochine Chater Road.

**GROUND FLOOR PREMISES "ST. GEORGE'S" BUILDING**, opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st Floor.

**TO LET**—Two large rooms excellently situated for offices on the 2nd floor and one large room on the 3rd floor of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building.

**TO LET**—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

**TO LET**—Two newly constructed European houses: Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Carages provided. Immediate possession. Apply: Sang Kee, New Bank Building.

### A. S. WATSON & CO. LTD.

#### NOTICE

#### Chinese New Year Holiday

On Saturday the 13th instant and Monday, the 15th instant, all departments will be closed.

#### On these days

The Hongkong Dispensary Dispensing Department will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & Co. Ltd.  
Hongkong, 11th Feb. 1926.

### FOR SALE.

**FOR SALE**—ENGLISH 1st CLASS (1926) TENNIS RACKETS ordered specially for the Championships. Will be sent on approval upon receipt of post card to Post Office Box No. 634.

**FOR SALE**—STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

### WAR DEPARTMENT CONTRACTS.

Sealed Tenders will be received at the office of the O. C. R.A.S.C., Headquarters Offices, Victoria Barracks Hongkong until 12 o'clock noon on the date stated, for the undermentioned service for a period of 12 months from 1st April, 1926.

### BARRACK SERVICES.

22nd February, 1926.

Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily, except Sundays.

### THE HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.

#### NOTICE TO SHAREHOLDERS

THE ONE HUNDRED AND SIXTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4, Des Voeux Road, on TUESDAY 16th FEBRUARY 1926 at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY 3rd FEBRUARY to TUESDAY 16th FEBRUARY 1926, both days inclusive, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors.

JOHN ARNOLD,  
Secretary.

Hongkong, 26th January, 1926.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall Hongkong, on Saturday the 27th February 1926, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December 1925.

The Register of Shares of the Corporation will be closed from Monday the 15th February to Saturday the 27th February 1926, both days inclusive during which period no transfer of shares can be registered.

By order of the Court of Directors

A. H. BARLOW

Chief Manager.

Hongkong 8th February 1926.

#### NOTICE.

### HONGKONG ST. ANDREW'S SOCIETY.

#### ANNUAL BALL.

Members are reminded of the following dates:—

1st Reel Practice—Friday, 19th February, 5.30 to 7 p.m.  
2nd Reel Practice—Tuesday, 23rd February, 5.30 to 7 p.m.  
BALL—Friday, 26th February, 6.30 p.m.

Those who have already handed over the 1st Practice Dance Tickets will be admitted by presenting the 2nd Practice Dance Tickets, and suitable arrangements will be made for admission to the Practice Dance to be held on 23rd February.

Members are also reminded that they will be liable for subscriptions as previously instructed unless the Honorary Secretary is notified in writing of any change on or before Tuesday, the 23rd instant.

A. K. MACKENZIE,  
Hon. Secretary.

c/o Holyoak, Massey & Co., Ltd.,  
Queen's Buildings,  
(Tel. C.2492).

Hongkong, Feb. 11, 1926.

### INSURANCE OFFICES.

#### NOTICE.

#### CHINESE NEW YEAR HOLIDAYS.

Notice is hereby given that all Fire and Marine Insurance Offices will be CLOSED for the transaction of business on Saturday and Monday, the 13th and 15th February, 1926.

By Order,  
LOWE, BINGHAM & MATTHEWS,  
Secretaries.

The Fire Insurance Association of Hongkong.  
The Marine Insurance Association of Hongkong and Canton.  
Hongkong, Feb. 10, 1926.

### HUMPHREYS ESTATE AND FINANCE COMPANY, LTD.

Notice is hereby given that the ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 20th February, 1926, at 11 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1925.

The TRANSFER BOOKS of the Company will be closed from the 10th February, to the 22nd February (both days inclusive), during which period no transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, Feb. 3, 1926.

### KOWLOON CANTON RAILWAY.

#### FANLING HUNT RACES.

Monday, 15th February, 1926.

A special train will leave Kowloon at 1.15 p.m., arriving at Fanling at 1.50 p.m. Special tickets will be issued for this train at \$1.50 Return first class, and 90 cents Return second class. Booking at Kowloon Station only. No other tickets will be available.

A limited number of tickets will be served on the train. Tickets must be booked (Telephone K.261) before mid-day on Friday, the 12th. Trains return from Fanling at 5.51, 6.10 and 6.20 p.m.

The train scheduled to leave Kowloon at 5.25 p.m. is hereby cancelled. A train in substitution will leave for all stations at 4.07 p.m.

By Order,  
H. P. WINSLOW,  
Manager.

Kowloon, February 9, 1926.

### FANLING HUNT STEEPLECHASES.

#### CHINA NEW YEAR MEETING.

Monday, February 15th, 1926.

First bell (Saddling bell) 2.40 p.m.  
Second bell 2.55 p.m.  
Entrance to Subscriber's Enclosure \$2.00.

Motor cars can park in the enclosure at \$5.00 per car. Cars arriving after 2.45 p.m. will not be admitted to Enclosure until after the First Race.

The Masters of the Hunt request the pleasure of the presence of the Ladies at the Races. Special Express train to the Races leaves Kowloon at 1.15 p.m.

First class (return fare) \$1.50  
Second class (return fare) \$.90  
Buses & jitney cars for the Course will meet the train.

Cash sweep. Through tickets can now be obtained from Mr. U. Punjahn.

Hongkong, Feb. 5, 1926.

### THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

#### NOTICE TO SHAREHOLDERS.

THE THIRTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on TUESDAY, February 23rd, 1926, at 11 a.m., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st, 1925.

THE TRANSFER BOOKS of the Company will be CLOSED from Friday, February 12th, 1926, to Tuesday, February 23rd, 1926, both days inclusive.

By Order of the Board of Directors,  
F. H. CRAPNELL,  
Acting Secretary.  
Hongkong, Feb. 4, 1926.

### THEATRE ROYAL HONGKONG

#### DANCING DISPLAY

BY PUPILS OF MISS DAISY O'KEEFE.

Under the most distinguished patronage of H.E. The GOVERNOR and LADY CLEMENTI.

#### IN AID OF EARL HAIG'S FUND

FOR

#### DISABLED SOLDIERS AND SAILORS.

ON

THURSDAY, 18th February, at 5.15 p.m.

SATURDAY, 20th February, at 9.15 p.m.

Tickets \$3, \$2 and \$1

To be obtained from Anderson's

#### BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Saturday and Monday, the 13th and 15th instant. Hongkong, February 10, 1926.

#### NOTICE.

THE CHINA LIGHT & POWER CO., (1918), Ltd.,

beg to notify their Consumers that, owing to alterations in the Generating Station, the supply of electricity will not be available between the hours of 9 a.m. and 5 p.m. on Saturday, the 13th February.

General Managers.

Hongkong, February 10, 1926.

### HONGKONG AUTOMOBILE ASSOCIATION.

All Communications should be addressed to Messrs. Linstead & Davis, the Treasurers, during the temporary absence of the undersigned.

P. M. HODGSON,  
Hon. Secretary.

Hongkong, Feb. 6, 1926.

### Seltona

The ideal daylight printing medium—gives fine sepia tones by fixing only. Send a postcard for free illustrated booklet: "Perfect Prints on Seltona."

Sole Manufacturers:

WELLINGTON & WARD, LTD.,  
LONDON.

Sole Agents for China:

ALLEN & HANBURY, LTD.,  
40, CANTON RD., SHANGHAI.

## Fanling Steeplechase Meeting

MONDAY, FEBRUARY 15th

### TEAS

AND

### LIQUORS

will be supplied by

THE RITZ

## LAMMERT'S AUCTIONS

### Particulars and Conditions of Sale of the Valuable Leasehold Property.

situate and being

Section A. B. C. and the remaining Portion of Kowloon Marine Lot No. 84 and a Moiety of Kowloon Permanent Pier No. 4 to be sold

By Order of the Mortgagees by PUBLIC AUCTION on Wednesday, the 24th day of February 1926, at 3 o'clock p.m.

IN ONE LOT by Messrs. LAMMERT BROS., Auctioneers at their Auction Rooms, No. 5 Duddell Street.

The Property consists of:—

First all those pieces or parcels of ground situate at Mongkoktsui in the dependency of Kowloon and Colony of Hongkong and registered in the Land Office as Sections A. B. C. and the Remaining Portion of Kowloon Marine Lot No. 84 (being the whole of the premises comprised in the Crown Lease of Kowloon Marine Lot No. 84) with the Buildings erected thereon and secondly a moiety or one equal undivided half share of and in the right of erecting and maintaining a pier over the Crown foreshore and Crown Land shown on the plan annexed to the Crown Lease of Kowloon permanent Pier No. 4. The Property first described contains a total area of 80,307 square feet, or thereabouts and is held under a Crown Lease of the term of 75 years renewable for a further term of 75 years.

The Crown Rent payable in respect of Sections A. B. C. and the Remaining Portion of Kowloon Marine Lot No. 84 is \$332 per annum and in respect of the moiety of Kowloon Permanent Pier No. 4, \$150 per annum.

Particulars and Conditions of Sale may be had from:—

Messrs. DEACONS,  
Vendors' Solicitors.

1, Des Voeux Road, Central.

LAMMERT BROS.

Auctioneers.

Hongkong, 11th Feb. 1926.

### HONGKONG JOCKEY CLUB.

#### RACE MEETING 1926.

March 1st, 2nd, 3rd and 6th.

Passes for Servants will be issued on application to Messrs. Linstead & Davis Alexandra Bldgs. No servants will be allowed inside the Enclosure of the Race Course during Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in attendance on their employers or when on duty at the various stands.

Any Chinese found loitering about with Servants' Passes in their possession will forfeit them and holders will be Removed from Enclosure.

C. B. BROWN

Secretary.

### HONGKONG JOCKEY CLUB.

#### RACE MEETING 1926.

March 1st, 2nd 3rd and 6th.

Members' Badges of Admission are now ready, and may be obtained by those Members who have not already received them, from Messrs. Linstead & Davis, Alexandra Bldgs. Members are reminded that these Badges will also admit them to all the Extra Race Meetings this year.

C. B. BROWN,  
Secretary.

### HONGKONG JOCKEY CLUB.

#### RACE MEETING 1926.

March 1st, 2nd, 3rd and 6th.

Members have the privilege of introducing 2 non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings on or before SATURDAY, February 27th 1926. Price \$10 per day, or \$30 for the Meeting.

LINSTAD & DAVIS,  
Treasurers.

### HONGKONG JOCKEY CLUB.

#### RACE MEETING 1926.

March 1st, 2nd, 3rd and 6th. Tickets of Admission to the Public Enclosure may be obtained from Messrs. Kelly and Walsh or at the Gate. Price \$3. per day. Soldiers and Sailors in Uniform \$1. per day. No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LINSTAD & DAVIS,  
Treasurers.

### HONGKONG JOCKEY CLUB.

#### RACE MEETING 1926.

March 1st, 2nd, 3rd & 6th. The Stewards request the pleasure of the presence of the Ladies at the Races.

LINSTAD & DAVIS,  
Treasurers.

Hongkong, 11th Feb. 1926.

Preserve the beauty of the Skin and Tan.

1. Preparation of the skin before the sun.

2. Use the Sun-Burn Cream.

3. After the sun, use the Sun-Burn Lotion.

4. Use the Sun-Burn Cream.

5. Use the Sun-Burn Lotion.

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FREE 10-day test. Send the coupon

## Cloudy teeth— dull teeth

How to make them whiter—quickly

The new way world's dental  
authorities advise. What to do

THOSE whiter teeth that you envy. Don't think they are beyond you. You can now lighten dull and dingy teeth—make them gleam and glisten. Modern science has discovered a new way. A method different in formula, action and effect from any you have ever used. This offers you a test. Simply use the coupon; it brings free a 10-day tube.

Look for film on your teeth—that's the cause. How to combat it

Look at your teeth. If dull, cloudy, run your tongue across them. You will feel a film. That's the cause of the trouble. You must fight it.

Film is that viscous coat which you feel. It clings to teeth, gets into crevices and stays. It hides the natural luster of your teeth. It also holds food substance which ferments and causes acid. In contact with teeth, this acid invites decay. Millions of germs breed in it. And they, with tartar, are the chief cause of pyorrhea. So dingy teeth mean more than loss of good appearance. They may indicate danger, grave danger to your teeth.

New methods now that mean greater tooth beauty

plus better protection from tooth troubles

Ordinary tooth pastes were unable to cope adequately with that film. Not one could effectively combat it. Harsh grit tended to injure the enamel. Soap and chalk were inadequate.

### Protect the Enamel

Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combatant which contains harsh grit.

Don't you think it worth while to try it for 10 days; then to note results yourself?

Send coupon for free 10-day test

Make the test today. Clip the coupon for a free 10-day tube. Or get a full-size tube of your druggist. Why follow old methods when world's dental authorities urge a better way?

**Pepsodent**

The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

## 10-Day Tube Free

THE PEPSODENT COMPANY,  
Dept. Ch-6-12, 1164 So. Wabash Ave., Chicago, U. S. A.  
Mail 10-Day Tube of Pepsodent to

Name \_\_\_\_\_  
Address \_\_\_\_\_  
Give full address. Write plainly. Only one tube to a family.

## "NY CARLSBERG" BEER.

THE FINEST DANISH BEER.

Price per dozen pints \$3.00 duty paid.

Sole Distributors.

CALDBECK, MACGREGOR & Co., Ltd.



## Sheer Frocks

WITH daytime frocks of greater thinness and revealing evening gowns your skin must be free from hair blemish and your arms from unsightly hair. The presence of superfluous hair is most distasteful.

Protect your reputation for freedom and smartness with X-BAZIN. Safe and delightfully fragrant, X-BAZIN will not clog, clog or encourage the future growth of hair. And most important of all, X-BAZIN leaves the skin creamy, soft and as cleanly as a baby's skin. Today, before you don a sheer dress, make sure that you are exquisitely clean with X-BAZIN.

Made by  
HALL & RUCKEL, Inc.  
New York, U. S. A.

**X-BAZIN**

Famous French Way of Removing Hair

Exclusive Agents for South China

R. H. KOTTEWALL & CO., P.O. Box 252, Hongkong

## TEST CRICKET.

THE OPINION OF JACK  
HOBBS.

The following article on this year's forthcoming test cricket is by Jack Hobbs, and recently appeared in the *Daily Chronicle*:

The selection of the Australian cricket team to visit England reminds us that another cricket season is drawing near, a season that will vie in interest with any that has gone before.

Before we enter upon another series of Test struggles, therefore, I would utter one word of warning—and it is to the Press of our country.

I would ask the English newspapers to be sparing of their early criticism of both the English teams; rather to give our fellows a "leg-up." Drop that querulous fault-finding that so harassed the selectors during the 1921 visit of the Australians, and which actually had the effect of making several of our cricketers go on the field feeling that they were veritable novices compared with the Australians.

That Australian side was held up as a super-team, and there is a tendency to put the coming side on the same pedestal. The 1921 tourists were not a super-team; neither is the one that is due next summer.

They can be beaten. It did not require any trial match to convince me of that. And I do not think I am afflicted with over-confidence, in considering the coming Test matches, when I say that England has at least a "fifty-fifty" chance.

On wet wickets I would rate our chances higher than that.

But it will not do for our players' confidence in themselves to be undermined by captious criticism. Tell them what I believe to be true—that England has almost got back to her pre-war standard of cricket, and that our representative teams are worthy to tackle the best anywhere.

Do not suppose that Australia has not her problems and her worries. I dare to say that seldom has a team with a like sequence of successes behind them set out to retain the "Ashes" in such an uncertain frame of mind.

When we were in Australia last winter it was evident that the Australians' chief concern was their bowling strength, and particularly the lack of good medium-pace bowlers. So long as the Tests were played in Australia and J. M. Gregory, Mailey and Grimmett were available, with Macartney, Kelleway, Hendry and Ryder there to be called upon at any time, the situation was satisfactory up to a point. But a tour in this country, with the range of choice restricted to 15 players, presents less comforting features.

### AUSTRALIA'S BOWLING WEAKNESS.

The fact is that of all the bowlers played against us after Macartney's illness Gregory, Mailey, and Grimmett were the only ones who could be depended upon to get wickets. The others were largely of the useful variety, used with the idea of keep things going while Gregory, Mailey, or Grimmett were rested.

Imagine a breakdown of Gregory when in England—and my latest information is that his knee is still not too sound. His absence would be bad enough in one Test match, but in Australia he could have been replaced in the next by something better than the useful sort. On an English tour a substitute or substitutes have to be at hand. Various other contingencies have to be prepared for, and it may be that in providing for them the batting and fielding strength has to be impaired.

All the same, the names of the 12 players already selected—the backbone of the team—suggest that the side may be quite as worthy to represent their country as other teams that have won the "Ashes."

### SKIPPER COLLINS.

H. L. Collins will again be the skipper, and we know we can rely upon him to play the game in the best spirit—the spirit of give and take on little points of difference which crop up more frequently than the public realise.

C. G. Macartney's selection is pleasing proof, if any were needed

after the recent trials, that the ever confident "Governor-General" has recovered his old vitality and skill with both bat and ball.

J. M. Gregory is probably the most indispensable member of the side, and I never for one moment put any faith in the statement cabled a month or two ago that he might find it inconvenient to make the tour.

Australia would see that it is made convenient, for there are no illusions down under as to the vital part Gregory's fast deliveries are to play in the coming tests. Gregory is not quite so fast as he was in 1921, but he is still faster and more dangerous than any fast bowler we have at home.

His height and reach are not only a great bowling asset, but make him a magnificent slip fielder, for which alone he is almost worth playing. Especially to a googly bowler do his great height and reach allow him to come close up to the wicket and make him equal to almost any other two slips. He brings off extraordinary catches. He is a fine batsman—batting left-handed—and scores dangerously fast if he gets set.

Warren Bardsley is entitled to another chance to prove that he is still a great batsman. He suffered from a streak of bad luck in the tests during our last tour in Australia, but I consider his century for New South Wales was the best "knock" against us during the tour. And Tate was bowling his best in that match. But Bardsley is, like some others of us, turned 40 years of age.

Though good fast-medium, J. S. Ryder, who did not get many chances during his last tour here, is not a bowler likely to go through a side. But he is good

enough for change purposes, and gets an occasional wicket. He is also a good bat, his best stroke being a drive between mid-on and the bowler.

J. M. Taylor is still a fine field, and is so vastly improved as a bat that it would not surprise me if he were to get as big an aggregate in the Test matches as any other member of the side.

W. A. Oldfield, the wicket-keeper, is such a sound batsman that he would be dangerous if he came in to open the innings. Few members of the side want so much getting out.

### THE NEW MEN.

Very great interest must be centred in the first appearance in England of W. H. Ponsford, for does he not hold the record for the highest score in first-class cricket?

We found he had a great reputation in Australia, and I confess to just a little disappointment when I saw him at the wicket. Judged by English standards, his execution is faulty in several respects, and he always struck me as being somewhat nervous at the start of his innings. But he may get a lot of runs, for he is clever enough to adapt himself to English conditions, and after a tour in England he will probably be a really great player.

As a batsman the stylist of the team is T. J. E. Andrews, who is also the bet cover-point in Australia. You have to be careful in running when the ball goes anywhere near Andrews.

C. Grimmett, the South Australian bowler, will vie with Ponsford in public interest.

Though a googly bowler, he differs from Mailey in that he does not spin the ball so much. But he sends down very few bad

ones. I had six balls from him during the last tour, and he got me stumped, though it was a decision that was hotly debated at the time. He keeps a good length, but, to use an expressive phrase, his "wrong 'un" can be seen a mile off.

Like all googly bowlers, he is liable to be found out and prove expensive; but I confess that had we in England one as good as Mailey or Grimmett, he would go into the England side did the selection rest with me.

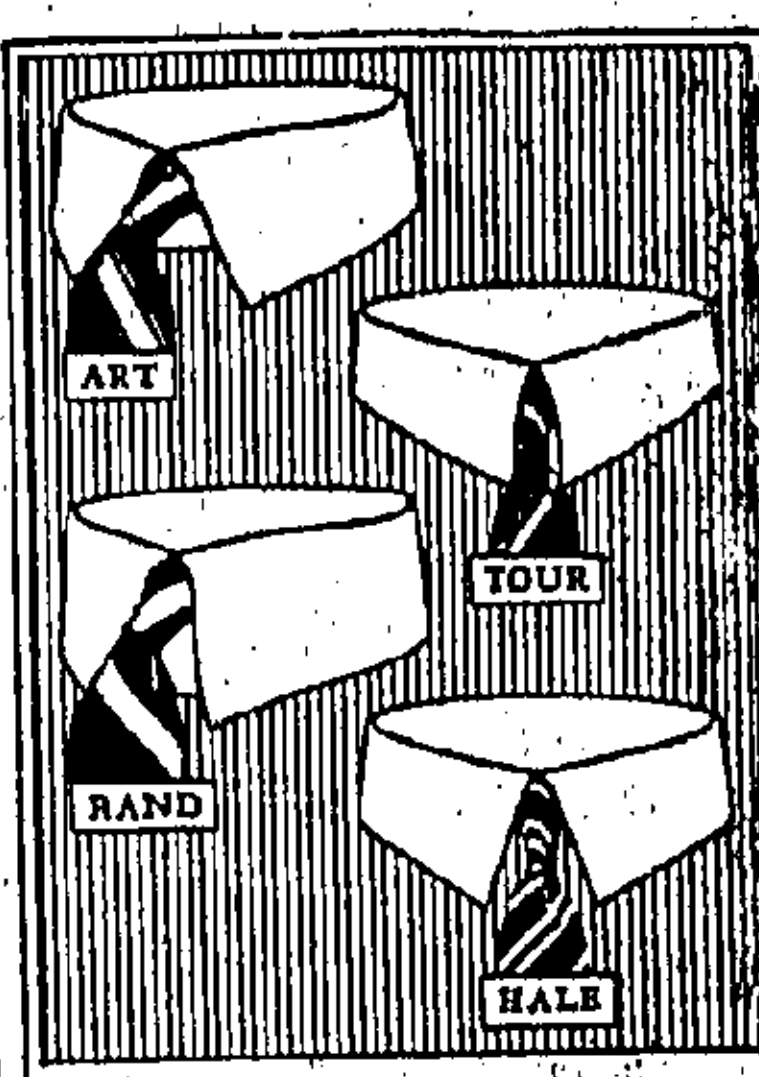
### THE THREE MORE PLACES.

H. S. Love, although not yet chosen, will, I understand, be the reserve wicketkeeper, though he does not "keep" regularly for his State, Victoria. But Melbourne judges have, also, a high opinion of him as a bat.

One of the two remaining places is likely to be filled by Arthur Richardson, who would be another "new chum." Richardson is quite a capable bowler, with a ball which seems to hang back and often has a considerable off-break. Occasionally he bowls a straight faster one.

His chief fault is that he is inclined to pitch short, and unless he pitches them further up when here, he is liable to offer splendid opportunities for "pulling." This is a phase of batting little used in Australia, as the ball comes off the ground with greater quickness and a flatter trajectory.

He is a little bit slow in the field, and his appearance does not suggest the ideal cricketer. But he is a dashing bat when he gets going, although he wears glasses, and is one of the few Australian batsmen who will come up to Mr. A.C. MacLaren's requirements in respect to driving ability.



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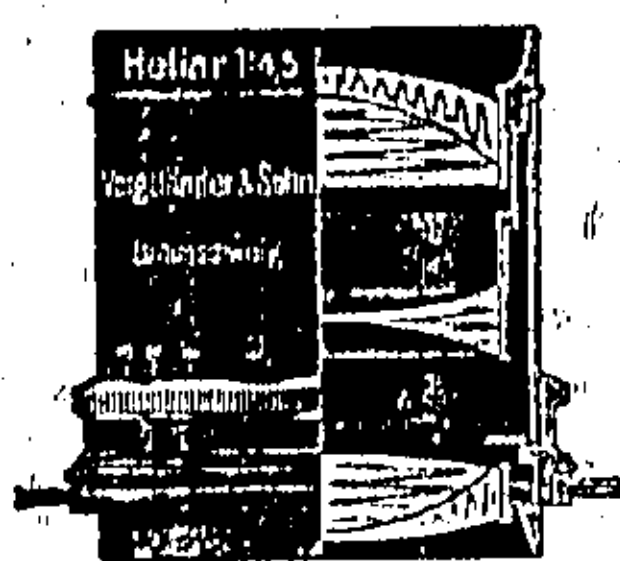
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## RICHEST MUSEUM.

BRITAIN'S FINANCIAL HANDICAP.

Mr. Frank Munsey's bequest to the Metropolitan Museum, of New York, estimated in some quarters to be as much as seven millions sterling, will make that institution the richest in the world.

What it will do with this money and how far our own and other museums will be handicapped by it in the competition for collections and the advancement of knowledge one cannot yet say. But from a conversation a representative of *The Observer* has had with Sir Frederick Kynon, Director of the British Museum, one gets a very clear idea of the strong financial position and the general line of progress that is being followed by American museums to-day.

It is perfectly true, it was remarked, that American museums, and particularly those like the Metropolitan, are in a much better position financially than museums in this country. They are able to draw on a very wealthy community and whilst it is not so much in the sale-room that our museums have experienced their competition, many of them are spending very large sums, much larger, indeed, than we can afford, on excavations and expeditions.

For many years past the Metropolitan has done a great deal of excavation in Egypt; the American Natural History Museum has generally several expeditions at work in various parts of the world for natural history research; the museum of the University of Pennsylvania co-operates with the British Museum in Mesopotamia, and also has excavations in progress in Palestine; and the Field Museum of Natural History at Chicago, another important institution, also sends out expeditions, besides spending a good deal of money on collections.

It is not yet known how Mr. Munsey's millions are to be spent at the Metropolitan. They may be devoted, either in part or entirely, to building. In any case they will add enormously to the strength of an institution which is already very strong financially; and it is only one instance amongst many though a more than usually prominent one, of the way in which rich Americans devote their money to museums, libraries, universities, and similar institutions.

It is not to be supposed that our museums do not benefit also from private benefactions, because they do, though not on the same scale. That is partly because there are more private fortunes in America than there are here, and partly because many wealthy men there do not feel under the same obligation to hand on their possessions to their family.

Museum authorities, though they admit they could not expect to get so much here, would like to see rich men take the same point of view in this country. There is not the smallest chance of more Government support for our museums; at present the only hope is that they will not get less than the grants they are now receiving. The annual grant for the British Museum is £25,000. For the National Gallery it is very much less, though in their case the Government has promised to consider favourably the position if any pictures of national importance come into the market. Still, it is to be hoped, as Sir Frederick remarked, that economy would not take the form of starving national institutions of art, literature, and knowledge.

An aeroplane which will be able to fly itself without human hands upon the controls is to be used in night flights by Imperial Airways between Paris and London. Gyroscopes will enable this to be done. The *Daily Chronicle's* Air Correspondent explains that there will be gyro control of the rudder and of the ailerons, or hinged planes, at the tip of the wings. Gyroscopes will control the ailerons so that, should a gust of wind threaten to tilt the machine sideways, they will automatically bring it back to even keel. After he has ascended and made allowance for the wind, the pilot will set the gyroscope in motion, and the machine, which will be of eight tons weight and driven by engines of more than 1,000 h.p. will then fly for hour after hour upon the indicated course. All the pilot will have to do will be to control the height of the machine above ground. Apart from this the giant craft will steer and balance itself.

## GRAND OPERA.

BRITISH TRUST FUND APPEAL.

The inaugural public meeting in connexion with the National Opera Trust, which has been founded with the object of securing and maintaining the performance of Grand Opera in this country in a manner compatible with the dignity of a great nation, was held on December 20 at the Central Hall, Westminster.

The Earl of Clarendon presided, in the absence of the Marquess of Londonderry, who, it was stated, was absent on Government business in Northern Ireland.

The Chairman said that in originating the Trust they were influenced by the unsatisfactory state of Opera in this country. They asked whether the demand for Grand Opera and the need of it were sufficient for them to make a determined effort to deal with the question of raising a Trust fund, a good deal of which should be preserved, leaving the income available for subsidizing Grand Opera. They unhesitatingly came to the conclusion that it would be well worth making the attempt.

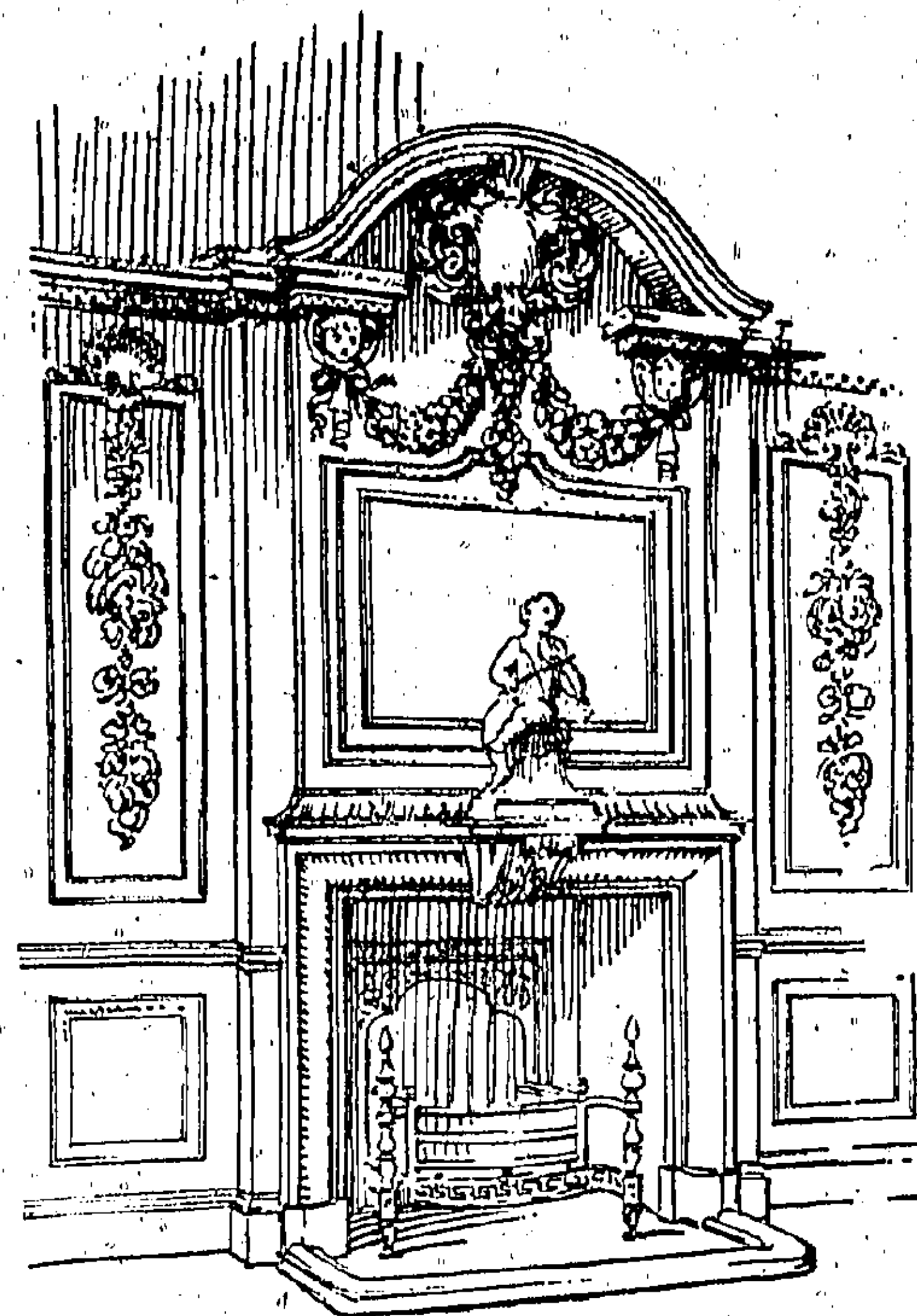
That Grand Opera was rightly and properly regarded in other countries, and should be here, as work of such national value that the mere consideration as to whether it would or could not exactly pay its way was not one that should alone control its destiny.

They felt strongly that a determined, systematized attempt should be made to provide the community with diversion from their daily occupation, which would do little in the direction of music and drama, to give food for intelligent thought and discussion, and to raise the general standard of taste.

The income the Trust aimed at was £25,000 a year. The trustees would not permit any of their funds to be utilized by any company for the purpose of making profit or declaring a dividend. They did not intend to go in for building schemes, but they were in sympathy with Mr. Insiders de Lara's scheme of building an Opera House in London. There could be no question of the expenditure of the great bulk of the capital invested.

The Duke of Sutherland, the Duchess of Atholl, M.P., Sir Landon Ronald, and Mr. J. R. Clynes spoke in support of the appeal.

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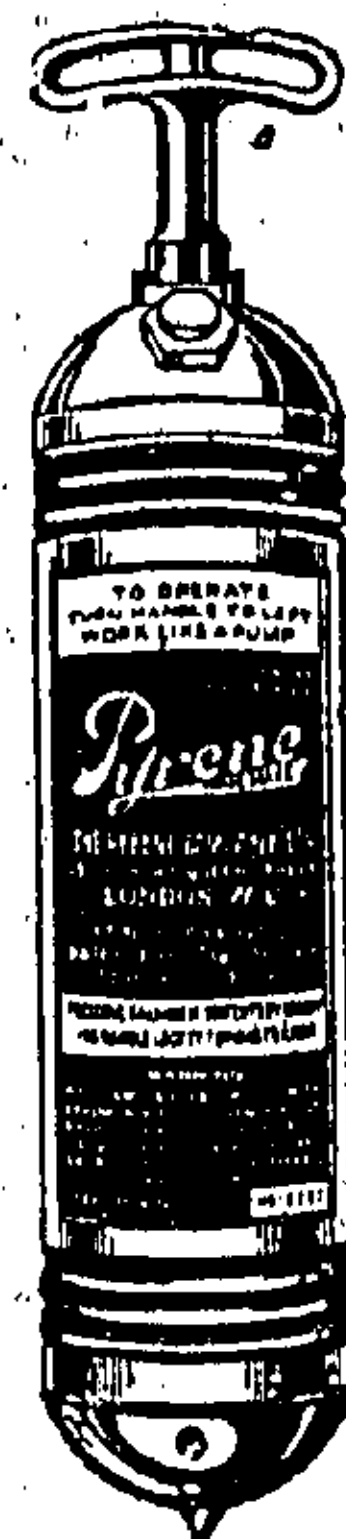
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The Telegraph.

FRIDAY, FEB. 12, 1926.

### ANOTHER YEAR.

It is with some diffidence that one sets out to write in retrospective mood of the closing Chinese year—the year that was ushered in with pessimism by the superstitious as being one of bad omen. If ever China has warranted the title of a "land of sorrows" it has been during the thirteen lunar months now about to end, because from one end of the country to the other there has been a forced and unpleasant garnering of the fruits of maladministration. Right from the early days of the year, matters began to go wrong: the country's poverty and commercial depression leading up to widespread discontent with the powers in authority. And by one of those chances of fate that happen now and again and decide the destiny of big things, that discontent with internal chaos swung round into the form of an anti-foreign wave that has been unequalled since the days of the Boxer revolt and which was, even to the most observant and magnanimously minded, without justification or reason. How that wave spread until it engulfed practically the whole foreign community, and how it has been prolonged and exploited in South China by non-Chinese enemies of Britain, is all too widely known and suffered to need telling here. In the North and Central China that wave has passed, and in its wake has come a recrudescence of the devastating civil war in which the country is periodically embroiled by independent militarists owing allegiance to none and considering nothing but their personal aggrandisement and power. The story of the "Yi-Chou" year will, for the majority of people in the North, be one of useless slaughter and chaos, of hunger and privation born of the futile waste of internecine strife. A reliable estimate only last week put the number of starving people in the Central Provinces at just over one million, and in every newspaper that comes from the North can be found authentic narratives of the ravages caused to peaceful people by undisciplined troops. The Central Government in Peking has again proved helpless, and one has had to witness the sorry spectacle

of China suing politically for fuller powers while being wholly unable to exercise those she has and of which she should be most jealous. A pathetic instance of national mismanagement, China has wordily protested against interference by "outsiders" and left her great internal problems to go from bad to worse. As so often happens, a period that might have been put to the greatest possible use—a year in which China could have made great strides, had her leaders the gift of assessing the international spirit of the times—has been frittered away in irritating uselessness. For the merchant classes, as well as for the people generally, the dying year has been other than prosperous, and here in Hongkong and South China the times are as stringent as have been known for many a decade. One might well turn impatiently to the future to see what are the signs and prospects of improvement.

Internationally, China if she can only steer clear of the further orgy of fighting which is even now threatening, is conceivably on the point of gaining much of that which is being claimed for her. The conferences sitting and pending on such matters as Customs tariff revision, extraterritoriality, the reconstruction of the Shanghai Municipal Council, and the rendition of the Mixed Court promise fruitful conclusion, providing it is found that China can be trusted with the concessions she seeks. Britain's declared policy, so far as the breach between Hongkong and Canton is concerned, is avowedly one of patient conciliation. China's civil wars must remain her own concern. And thus it is seen, from every angle, that the situation will only improve in ratio to China's growth of ability to control her own affairs and people. Her ardent students would be better employed seeking internal reforms than meddling in the international aspects of China's status, and if there is any hope at all in the future it must of necessity lie in the growth of the knowledge that China needs just administration from the inside as a preliminary to any improvement of her standing among the nations of the world. We wish we had the power to effect all the improvements we realise are so essential, and, more in hope than in expectation, though none the less hearty, we wish all our Chinese friends a happier year to come than the one through which they have just passed.

#### The Opium Evil.

Whilst we are prepared to regard the activities of the National Anti-Opium Association as coming within the scope of well-intentioned ideas, we cannot but regret an attempt which this body has just made to place the blame on foreigners for the continuance of the opium evil in China. The Association has just sent a message to the members of the Commission on Extraterritoriality in the course of which it asserts that the privileges enjoyed under the existing system constitute a sort of permit to dishonest foreigners engaged in the smuggling of the drug, and also stating that owing to the transportation of opium from abroad in foreign vessels, it is difficult for the Chinese authorities to enforce opium prohibition so long as extra-territoriality remains in force. The inference from these statements is that the production of opium by China is quite a minor matter compared with the importation from abroad, but that, of course, is ridiculous. China herself grows some 15,000 tons of opium annually, whilst as for the smuggling from abroad it is pertinent to point out that the bulk of this is from Turkey and Persia, countries which have no extra-territorial rights in China. So far as Britain is concerned, every ounce of opium grown in India is accounted for and its destination known; whilst only two days ago a message came to hand to the effect that the Indian Government is pro-

### DAY BY DAY.

HE WHO CANNOT DO WHAT WOULD CONTENT HIM, MUST BE CONTENT WITH WHAT HE CAN.—*Guarini.*

There was again a clean bill of health in the Colony on Wednesday.

The Observatory forecast for to-morrow is:—N.E. winds, fresh; fair.

The s.s. Tilawa, which left Kobe yesterday, is due here on the 16th instant at 8 a.m.

Hongkong doctors last night entertained to dinner, at the Hongkong Hotel, Sir Arthur Mayo-Robson, the eminent British surgeon, who is one of the world tourists on the Empress of Scotland.

The fire in the Shamshui-po district yesterday, resulting in the total destruction of a one-storeyed house at No. 129, Pak Chi Lung, originated in a cockloft. The loss to the landlord is assessed at \$3,500, the building not having been insured.

Money and jewellery to the value of \$390 were stolen from No. 12, Wunam Street, Aberdeen, according to a report made to the police yesterday, by the owner, a Chinese woman, who said that this theft occurred during her absence from the house.

### YUNNAN EXPEDITION.

#### THE CANTON ARMY PLANS.

Following the report of Mr. Wang Ching-wai and General Tun Yen-kai having left for the North River sector to confer with General Chu Pui-tak, a report states that General Chang Kai-shek and his staff proceeded in a gunboat to the South-West sector, to inspect the troops under the command of General Li Chai-sum. This step is in accordance with the order of the Military Council that the whole Army is to be inspected within three months.

It is surmised that General Li Chai-sum will be given the command of the expedition against Yunnan, in conjunction with General Fan Shek-sang. General Li, being a Kwangsi man, is considered the best man to head this expedition.

It is said that the 4th Army Corps will be despatched from Yunchow to Lungchow, on the Yunnan frontier, as soon as General Chang Kai-shek has completed his inspection, and large quantities of ammunition are, it is stated being transported from Kongmoon and Sui Hing.

### COUNTRESS NOT WANTED.

U. S. OBJECTS TO DIVORCED LADY.

New York, Feb. 11.

The immigration officials have decided not to allow Vera, Countess of Cathcart to land in the United States to which she has proceeded with the object of marketing a play she has written.

The Countess, replying to officials, acknowledged that she was divorced and has declared her intention of appealing to Washington with a view to a reversal of the order. Meanwhile she remains in the Ellis Island Detention Station. The Countess's engagement to the novelist, Ralph Neale, was recently announced.—*Reuter's American Service.*

[The Countess of Cathcart was formerly Miss Vera Fraser, daughter of the late Mr. John Fraser of Cape Town. She originally married Captain de Grey Warter, of the 4th Dragon Guards, who was killed in the war. In 1919 she married the Earl of Cathcart who divorced her in 1922.]

gressively reducing the exports of the drug with the object of extinguishing them altogether except as regards medical requirements. The facts are that China herself is utterly unable to control the production of opium in her own country, thanks mainly to the activities of militarists who, for the sake of the profits accruing to them, actually compel farmers to cultivate the poppy. The anti-opium laws in China remain a dead letter, and the evil will never be abolished so long as that is the case.

### ALLEGED DEMANDING OF MONEY.

#### POLICEMAN IN TROUBLE.

An Indian Police Lance-Sergeant came up before Mr. R. E. Lindsell, at the Central Police Court this morning, charged with demanding money with menaces, and misconduct through entering a house without a warrant or other proper authority. Mr. J. Armstrong defended.

The Acting Deputy Superintendent of Police, Mr. C. G. Perdue, in outlining the case, said on Feb. 1st, shortly after three o'clock, a rent collector at Shaukiwan went to the police station and gave a sheet of paper, on which were written, numbers, to Inspector Blackman. He explained that the numbers corresponded with notes that had been given to an Indian constable, who had demanded the money with the threat that if it was not paid he would take his father and brother to the Police Station and report them for smoking illicit opium. As a result, Sgt. McEwen was sent out to find the defendant, and, on being searched, some notes, the numbers of which corresponded with those written on the paper, were found in his possession.

It appeared that the defendant entered the house and found a son of the tenant boiling opium. Seizing him by the collar, the defendant demanded \$100, threatening to report him if he did not pay. The father came out of a back room, where he was smoking opium, and the assistance of another son, (the rent collector), was called in. When he arrived, he had \$60 in his possession, and, after bargaining, the defendant reduced his demand to \$70. The rent collector went out to borrow \$10, and, meeting a friend, told him about it. The friend advised him to note the numbers and report the matter, which he did.

In the first place, it was alleged, the defendant threatened to report the father for smoking opium, but in a later statement it was stated that the threat was made because the son was boiling opium. The case is proceeding.

### SIR CHARLES ELIOT.

#### BRIEF VISIT TO HONGKONG.

Sir Charles Eliot, G.C.M.G., who was the first Vice-Chancellor of the Hongkong University, having held that position from 1912 to 1918, is at present on a brief visit to the Colony, passing through on his way home on retiring from the important position of British Ambassador to Japan, which he has held since 1919. He is a passenger on the N. Y. K. Liner Kashima Maru, which came into port to-day and resumes her trip to-morrow. During his brief stay in the Colony, Sir Charles has had the pleasure of renewing many friendships formed during his residence here.

Sir Charles Eliot, who was educated at Cheltenham and Oxford, where he carried off many high honours, has had a most distinguished career in the diplomatic service. He was Third Secretary in the Embassy at St. Petersburg from 1888 to 1892, at Constantinople from 1893 to 1898, Charge d'Affaires in Morocco from 1892 to 1923, in Bulgaria in 1895 and Serbia in 1897, Secretary to the British Embassy at Washington in 1898, and High Commissioner of the East Africa Protectorate and Agent and Consul General in Zanzibar from 1900 to 1904, when he resigned. The following year, he became Vice-Chancellor of the University of Sheffield, in 1909 was a member of the Royal Commission on Electoral Systems, then spent six years in Hongkong as Vice-Chancellor of the University, after which he rejoined the diplomatic service, being appointed High Commissioner in Siberia and subsequently Ambassador to Japan.

### STRANDED VESSELS.

#### ALL THREE STILL ASHORE.

The arrival of the Altai Maru in the waters of the Colony was officially notified at the Harbour Office this morning although she is still ashore in the Po Tau Man pass.

Lighters are still engaged in the transfer of her cargo but it is not anticipated that she will get off to-day.

Of the Hunan and Kweiyang, grounded in the western entrance to the Hainan Straits, little further information is to hand, but it is certain that so far they are still held up.

### 21 YEARS AGO.

EXTRACTS FROM "TELEGRAPH" FILES.

The following items are extracted from the *Telegraph* files for the week ended February 13th, 1905:

The Gas Co. notify the public that the price of gas will be reduced from \$3.50 to \$3.00 per 1,000 cubic feet. Mr. George Curry was the local Secretary.

Pollard's Lilliputian Opera Company appeared in the Theatre Royal.

Russia addressed a letter to the Powers complaining that groups of bandits in Manchuria were offered by the Japanese.

Dr. Grone was appointed Assistant Medical Officer of Health, vice Dr. B. L. T. Barnell, resigned.

The abolition of the link stations in China awaits the conclusion of all the commercial treaties.

Sergt.-Major E. D. C. Wolfe was promoted to rank of Lieutenant in the Hongkong Volunteer Corps.

Capt. G. J. B. Sayer, of the Hongkong Volunteer Corps, was granted 10 months' leave of absence.

Mr. C. Courtney, of Messrs. Butterfield and Swire, fell from the Peak tram-car down into the nullah, just outside the tramway station. He was later removed unconscious to the Government Civil Hospital.

The Hongkong Cricket Inter-port team beat Swatow, at that port, by an innings and 66 runs.

The Hongkong Volunteer Corps was inspected by Major General R. G. Slade. One hundred and thirty members were present.

The Masonic Quadrille Club gave the fourth of its series of dances in the Masonic Hall, Zetland Street.

At a boxing display in the Theatre Royal, Christie beat King in a fifteen-round contest on points. Mr. J. D. Logan was timekeeper, and Mr. J. Burke refereed.

The Kowloon Pigeon Club held a show in the Kowloon Hotel. Among the successful exhibitors were Messrs. J. D. Logan, G. Kynoch, J. Hand, and W. Higby.

H.M.S. Vengeance was inspected in drills and general evolutions by Rear Admiral, the Hon. A. G. Curzon-Howe, before sailing for Malta on the 10th inst.

The death is announced in Germany of Mr. Grote, of the firm of Messrs. Melchers and Company.

The Russia Baltic Squadron is reported to be at Nosse Be, Madagascar. Eighteen German colliers are with the squadron.

It is reported that the Empress Dowager has become a convert to Christianity.

The death is announced of the Rev. J. B. Martinet, Procurer-General of the Mission Strangers.

The West Kents had to vacate Mount Austin Barracks owing to a case of plague in the coolie quarters.

Mr. William Laird, chief officer of the s.s. Shazada, lost his life at Kowloon Dock. Deceased went down into the lower hold of the vessel to investigate a fire and was asphyxiated.

There was a Naval Boxing Competition at Kowloon Docks. Seamen from H. M. S. Glory, H. M. S. Albion, and H. M. S. Ocean took part.

The appointment is announced of the Very Rev. F. R. Noval as successor to the Very Rev. E. Teres, in his office of Procurator of the Dominican Mission.

The first meeting of Hongkong Regatta took place off Wan-chai. Representing the Civil Service Cadets in a race were:—A. G. M. Fletcher; S. B. C. Ross, E. R. Hallifax, C. McMeassey, Cox; J. R. Wood.

### HANKOW VOLUNTEERS.

#### NO HELP FROM WAR OFFICE.

London, Feb. 11. In the House of Commons, replying to Mr. Day, Sir Austen Chamberlain said no munitions or any other support had been given by the British War Office to the British Volunteer Force in Hankow during the past twelve months.—*Reuter.*

### MORE PETROLEUM.

#### AUSTRALIAN BILL PASSED.

Melbourne, Feb. 11. The Senate has passed the Government's Bill encouraging prospecting in petroleum.—*Reuter.*

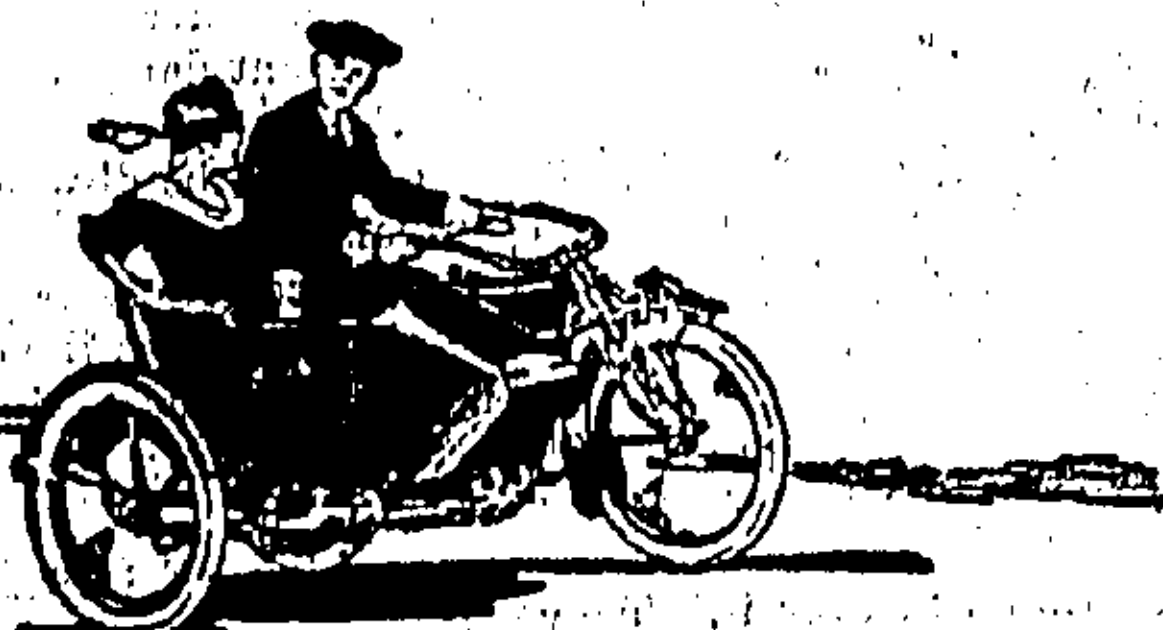
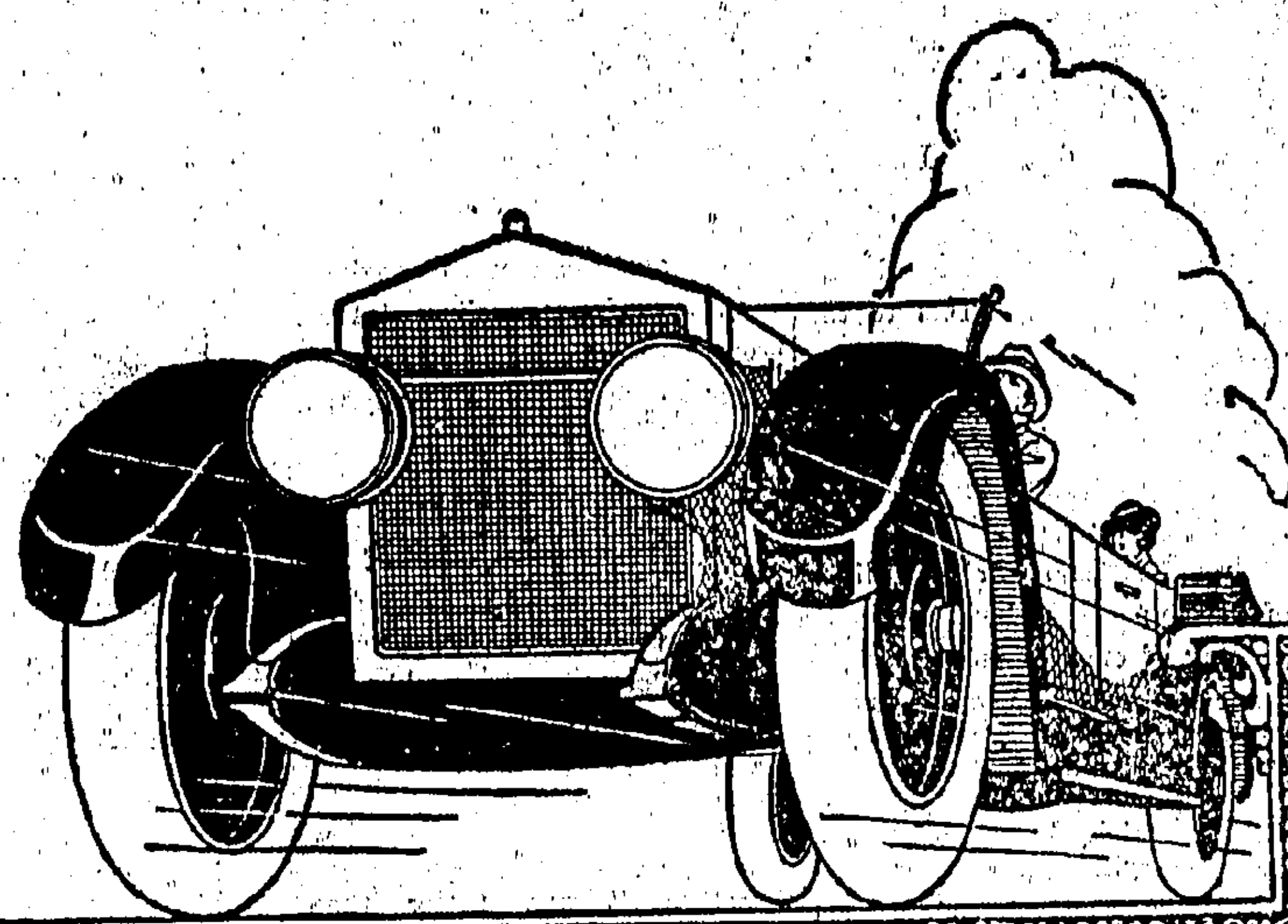


# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

FRIDAY, 12th. February, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



## CURRENT COMMENT

### Healthy Recreation.

Lieut.-Col. Ashley, the Minister of Transport, speaking at Bournemouth, said the mechanical development of the traffic on the roads was in many ways changing profoundly the character of all classes. The omnibus, the motor coach and the car gave opportunities for healthy recreation, and for business extensions unknown, not merely to our fathers, but to ourselves twenty years ago.

### Astonishing Increase.

Although the number of vehicles on the roads in the British Isles are increasing at the astonishing rate of over 4,000 per week, and taking into consideration the extraordinary number of passenger journeys of these vehicles, Col. Ashley did not think the numbers of accidents had increased on the same ratio. He hoped in his period of office to introduce such amendments to the law about motors, as would bring it up-to-date and extend and improve it both as regards roadways and motor cars.

### Exciting Admiration!

While the overwhelming majority of motorists were anxious to avoid risks, there was, undoubtedly, a reckless minority who drove dangerously, said Col. Ashley. These drivers were mostly very clever, and it was obvious they could pass any driving test with flying colours. He was afraid that instances of risky and discourteous driving were too often displayed by high powered cars in the hands of experts, and by motor cycles whose drivers exhibited such skill in threading their way through traffic, and saving their lives by inches, that they excited our admiration in spite of the fright they gave us.

### Road Safety.

"We are afraid that our idea of admiration rather conflicts with that of the Minister of Transport when the question of road safety is taken into account. A motorist may be clever, but the public highway is not the place to demonstrate cleverness when it amounts to nothing short of recklessness. The clever driver too often forgets that other road users are not endowed with his sense of finesse and no matter how calm and collected he keeps when speeding, he cannot control the action of a "nervy" driver who may lose his head on account of a speed fiend suddenly rushing round a corner towards him. To our way of thinking, the clever driver is the man who knows when to "let his machine out", but who refrains from doing so when his road is not absolutely clear.

### Garden Road Speeding.

Reckless disregard for safety is becoming more and more noticeable on Garden Road, and it is certainly time that one or two examples were made of both car drivers and motor cyclists. One particularly notorious example is a youth on a motor cycle, whom we have seen on several occasions speeding down past the lower Peak tram station at anything from 20 to 30 m.p.h. One of these days he is almost certain to meet with disaster. The only concern we have is for the pedestrian, or other road users, who may be called upon to suffer as a result of this hair-brained individual's crass stupidity. Possibly the

Traffic Authorities would say that it is up to the public to report such people, but, after all, the ordinary citizen does not want to be involved in Police Court proceedings. At the same time, he has a right to expect that action be taken in the proper quarter to stop any public practice which endangers public safety.

### The Tropical Rover.

In view of the report published last week that the Rover Motor Car has won the Dewar Trophy, it is interesting to hear that the particular model in question, known as the "Rover 14/45 h.p. Model," was specially designed as the result of one of the Company's engineers spending three years out in the East, studying the requirements of the many new markets for the automobile. The result of the unusually stiff trial, which won the coveted trophy, would appear to thoroughly justify the time and trouble taken to evolve this car. Fifty consecutive runs up and down the longest and steepest mountain pass at all practical to motor vehicles in Great Britain, is without doubt an outstanding achievement, and Rover Company are to be congratulated upon producing such an energetic little machine. Hongkong motorists will shortly have an opportunity of testing the claims put forward, for a demonstrating model is due to arrive to the order of the Hongkong and Kowloon Taxi Cab Company, Ltd.

### Philippine Road Extension.

Many Hongkong residents who have spent holidays in the Philippines know of the beautiful scenic motor road which runs from Manila to Baguio, and they will be interested to hear that there is a big scheme afoot for connecting up Manila with the other principal towns of Rizal province. The project is sponsored by the Governor of the province and he proposes the construction of a road connecting Calle Velasquez, Tondo with Navotas, Rizal, by way of Balot Island, to facilitate commerce between Manila and Rizal province. According to the proposal the city shall donate lands necessary for the construction of the road from the northern end of Calle Velasquez to the northern point of Balot Island; and the provincial government of Rizal will defray all expenses for construction. The city also shall construct and maintain a concrete bridge over the Estero de Vitas. In addition to being a valuable work from the commercial standpoint, the proposal would add considerably to the motorways of the Philippines.

### The Road to Shataukok.

Last week and we had the pleasure of a motor ride down the new road which has been made from Fanling to Shataukok, and although the road does not yet go all the way to the latter place, there is a very considerable stretch of really excellent roadway. Practically straight and almost flat, the road passes through some very well worked farming country, and the district is picturesque and interesting. The road has certainly been well made—it is free from irritating bumps and has a good finished surface. When completed it will afford Shataukok and the adjacent district much better and handier communication with the outside world than was provided

## THROUGH THE HEART OF AFRICA.



With the Court Treatt motor-car expedition across Africa from the Cape to Cairo. One of the cars being ferried across a river in Southern Sudan with the help of natives.

### SO IRRITATING.

Two Rolls Royces rested side by side in St. James's Square. Suddenly one of them twitched violently and shook a wing.

"What's the trouble?" said the other.

"I think I must have got one of those Austin Sevens on me somewhere."—Daily Graphic.

### COMFORT IN CARS.

#### COMING OF PNEUMATIC UPHOLSTERY.

Passenger comfort over irregular roads is important, to motorists. Even in the days when locomotion of cars was a great uncertainty, "comfort" was a strong selling point. It is interesting to note that motoring made little headway until the advent of the pneumatic tyre.

This was followed by improvements in chassis suspension and in upholstery. Shock absorbers and rebound damper then added their quota to comfort. Then followed balloon tyres with further improvements in spring suspension.

The latest development in the quest for road-shock insulation is pneumatic upholstery. It is not seen on many cars yet, but its day is on the horizon. The "Singer" is an example which can be seen in Hongkong.



He: "May I kiss your hand?"  
She: "I can remove my veil more easily than my glove."—London Mail, London.

### TRUCKS POPULAR.

Trucks are coming into wide use as the most important transportation agency. They are entering fields which used to be monopolized entirely by the railroads.

## WHITE LINES.

### MATERIAL TO RESIST WEAR.

At the busy Wellington Street corner of the Strand, the London County Council have made an experiment which will be watched with interest. As soon as white lines were inaugurated it was apparent that some wear resisting material must be found for use. Paintwork was obviously too short lived, and constant renewal was inconvenient and costly.

The new material is fire-clay, and the lines are made up of a series of dots. The dots themselves are the heads of pins of fire-clay each nearly an inch in diameter. These pins are let into wood blocks with the head of the pin level with the surface of the road.

The very dirty weather, when the surface of the road was covered with a film of mud was an excellent testing time, and reports say the results obtained were excellent. The visibility of the dotted lines was much better than the painted lines which under the wear and tear of the very heavy traffic, became blurred and not exactly distinguishable.

The new material resists wear and seems to have found such favour that its use may be extended in many directions.

In making out lines and getting out instructions such as "Stop," "Turn Left," etc., the disturbance to the road surface is quite small, and the ease with which the necessary work may be done is an additional recommendation.

Of course in the Strand, there is not a lot of traffic by heavy vehicles with iron tyres, or many traction engines and trailers with metal wheels, so there is no test of resistance to the kind of vehicles which does more than harm to the roads than all the pneumatic tyre motors combined.

### UNSQUEAKABLE JOY.

The motorist who, wishing to dispose of his motor-car, couched his offer in the following terms: "For sale. Ratling good car. Sound in every part," must have been endowed with wisdom as well as wit. After all, when rattles and squeaks encompass a motorist round and about his wisest plan will be to get rid of it. This may be impractical, but will save him and his passengers many anxious moments.

What does a silky, silent engine profit a man under such conditions? And yet, looking seriously at the matter, a "rattling good car" is frequently the owner's own legacy. There are squeaks and other audible sounds which sometimes cannot be exterminated without alterations and expense. I have known such instances—to occur on expensive cars whose body construction left much to be desired; but, as a rule, it is lack of immediate attention on the part of the owner which results in the rattles and squeaks becoming so overwhelming in number, pitch and tone that motoring becomes worse than an unsuitable seat at an organ recital.

### MAKES TYRE TESTS.

Most of the large tyre companies now use the resiliometer a machine which tests tyres to check the tread wear. The resiliometer is a machine which holds mounted tyres. The tyre is run against a sandpaper surface until the tread is worn off and the tyre definitely fails.

## 70-80 SWIFT MILES PER GALLON.

—10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you know would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

Another Shipment received by the S.S. "Empress of Australia" of the famous single cylinder model as shown above. Demonstration gladly given upon request.

## ALWAYS IN STOCK.

Latest-Harley-Davidson Motorcycles, Combinations and Spare Parts.

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Repairs on all makes of Motorcycles.

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**Mobiloil**

Make the chart your guide

What we all want is *Cheapest mileage!* "Cheapest mileage" is just another way of "saying least wear."

And, of course, "least wear" means the right grade of the right oil.

There is a grade of Gargoyle Mobiloil which is the most efficient and economical oil that it is possible to manufacture for the make of your motor car engine.

Gargoyle Mobiloil comes as near being perfect lubrication as 59 years of study and research can make it.

You don't have to be a Sherlock Holmes to understand why three times as many motorcar owners ask for Gargoyle Mobiloil by name as for any other lubricant.

Easy to say, too—Mobiloil.

**VACUUM OIL CO.**

### WANTS UNIFORM LAW.

A uniform law in all 48 states, imposing \$50 fines and revoking the licenses of motorists who drive recklessly over railroad-grade crossings, has been proposed by the American Railway Association.

### BOOTS FROM TYRES.

A tyre shop in Little Rock, Ark., has installed a boot factory to make boots from old tyres. The shop found that the factory would be the best outlet for the large number of valueless tyres which it had on hand.



# HINTS FOR MOTORIST

ALBERT L. CLOUGH

## FUEL FILTERS.

A considerable proportion of engine troubles are caused by faulty action of the fuel-to the carburetor and of these the major part are due to dirt which has entered the system and partly or wholly prevents the flow of gasoline to the engine.

Irregularities in firing, failure of engine power on hard pulls and stalling of engines on long steep grades are all caused by inadequate or irregular gasoline feed, caused by solid foreign matter stopping up the fine passages through which fuel has to pass to reach the cylinders.

All motor car fuel feed systems have, for long, been provided with one or more strainers, intended to catch solid foreign matter, before it reaches the carburetor, but these have all too often proved inadequate.

Not only do these comparatively coarse gauze screens fail to completely serve their purpose, but they are not so arranged as to be convenient to clean of the dirt which they collect and the result is that they are usually neglected until there is a nearly complete failure of gasoline flow. The disconnection of pipe fittings, often inaccessibly located, in order to reach these strainers, makes the work of cleaning them too laborious to be faithfully performed.

On many of the later cars are being fitted combination fuel filters and water-traps accessibly located and readily cleanable. The filtering areas provided in these are large enough so that fine meshed material is used and the course of the fuel through them is such that practically all foreign matter is caught.

Such filters can be fitted to existing cars and their adoption should go far toward forestalling obstructed carburetor jets, leaking float

valves and fuel-starved engines. With a modern gasoline cleaner, properly looked after, there should be very slight chance of annoyance from impurities in gasoline.

## Red Hot Exhaust Pipe.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference).

Question: "The engine of my car starts easily, but when running, the exhaust pipe gets red hot and it backfires a lot. Sometimes it runs better than others, but often, when I step on the gas, it 'plugs' right up and stalls. Can the needle valve adjustment in the carburetor cause this?"

Answer: Possibly the needle valve is open so far that the mixture is very much over-rich and contributes to the over-heating of the exhaust pipe, but we believe you will find that the ignition is set considerably too late. This delays the explosions so greatly that the gases entering the exhaust are greatly hotter than normal and also sometimes causes backfires into the carburetor, because flame still remains in the cylinders, when the fresh charge is drawn in. You better have the ignition timing checked up and reset if it is too late. One other thing which may cause an over-heated exhaust pipe is the clogging of the muffler with carbon, but this rarely happens unless an engine pumps a lot of oil. We suppose the valve timing has not become disarranged.

## Battery Water.

Question: How is the distilled water that is used in batteries produced and how can I obtain some without going to the service station each time I need to fill my battery?

Answer: Ordinary water is boiled and the steam produced is condensed in a coil of pipe immersed in cold water, the water coming from the coil being distilled water. Why don't you get a large enough supply of distilled water at one time to last you for a year or more. It keeps perfectly well in a tight receptacle of glass or glazed earthenware. However, rain water, caught in the open in a dish of glass, porcelain or enamel ware and strained free of dirt, is a perfectly good substitute for distilled water. Set a large mixing-bowl out during a heavy rain, filter the water collected into fruit-jars, through clean cloth and you will have battery water enough for a long time.

## FIRE ENGINE COMES TO GRIEF.



A fire engine, speeding to a fire, skidded over an embankment and fell into an abandoned clay pit at Medford, Mass. U. S. A. Five firemen were injured.

## TAKE CARE OF HOOD.

The hood of an automobile is usually the first part of the car to take on a dull and spotted appearance. The discolouration of the hood spoils the looks of the entire car. This rapid depreciation is caused by rain getting on the hood and the heat of the engine drying it up. The car will keep its appearance longer if the driver will wipe off the hood after the car has been in a rain.

## PRACTICAL TESTS.

### BRING OUT GOOD AND BAD POINTS.

A road where you may speed to your heart's content, without fear of cops or accidents.

A road that is kept in perfect condition.

A road of one-way traffic, to help you in your speeding, and with banked turns to permit of a speed up to 65 miles an hour at these spots.

A road where no trucks hold you up, where no road hogs molest you.

It's 12 miles of gravel highway, 45 miles west of Detroit. Almost a mile and a half of it is of concrete, perfectly smooth, level and straight.

But there's a joker. This haven for motorists is a private road. It winds in and out among woods and hills of 1125 acres of land that make up the proving grounds for General Motors and its various automotive divisions.

On these proving grounds, automobiles are tested for one purpose—to obtain facts about

the cars of to-day which, therefore, have been only surmised by engineers.

Two years ago this plot of land was bought by General Motors and the 12-mile special highway laid out. In it, the engineers included every conceivable road condition a motorist might encounter. Hills were set out on which the road might take the motorist from a grade of 7.6 to as high as 24 per cent.

For accurate testing, the grades of these hills have been ascertained to the tenth of a per cent. The rest of the road is of ordinary construction, so that the tests may be made under regular conditions.

The mile and a half stretch is made perfectly level, smooth and straight, for on this stretch exact tests are made for the ascertainment of facts.

Traffic is tremendous on this highway. In one month nearly 300,000 miles were totalled by the machines that ran over it. They used some 20,000 gallons of gasoline that month, and that's the average monthly total, too.

Cars of all kinds, in various classes, are driven over the proving grounds.

## ELIMINATING CROSSROADS.

A novel suggestion for doing away with cross-roads was made by Mr. R. A. B. Smith in *The Times*. He says: "When a new road is contemplated, the local surveyor should be able to insist that its entrance to the main road shall not be within fifty yards of an opposite road, and that the radius of the right-hand corner (the observer facing the main road, but standing in the position of the new road) shall be laid down for different widths of road. At present dangerous cross-roads should be diverted; that is, one side should be diverted so that its entrance is at least fifty yards away, preferably towards the on-coming traffic on the driver's right hand, thus increasing his view."

## TYRE OUTPUT.

Tyre output for 1925 is expected to reach the half billion mark. Production, which was about 100,000 a day in 1925, may reach an average of 125,000 tyres daily this year.

## ANNOUNCING ARRIVAL OF

THE

# MORRIS

## 1 TON TRUCK CHASSIS

COMPLETELY EQUIPPED WITH—ELECTRIC STARTING, AND LIGHTING—33 X 5 PNEUMATIC CORD TYRES—HUB ODOMETER—SPECIALLY GEARED, AND EQUIPPED FOR USE IN HONGKONG.

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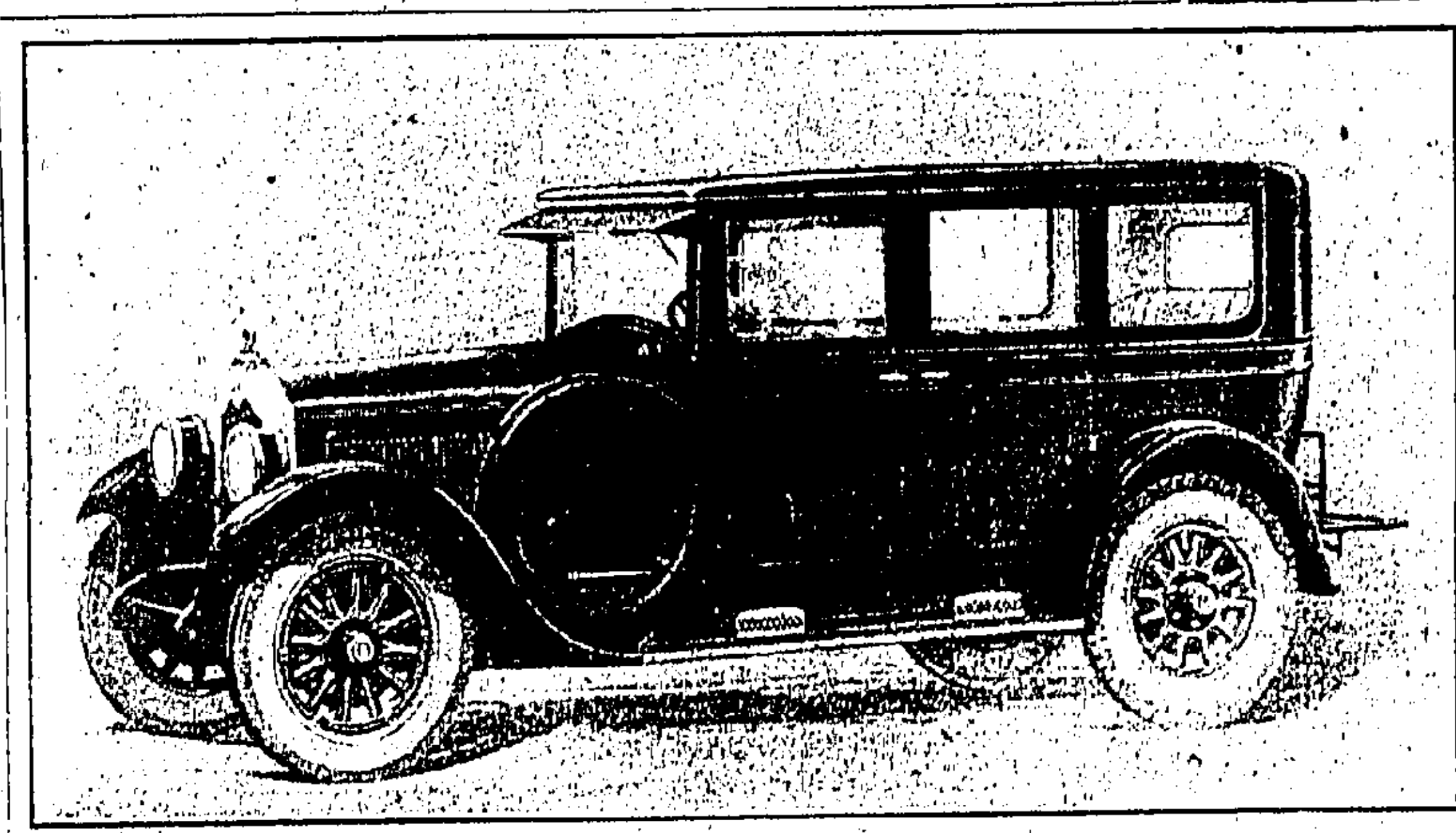
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# Buy British—and Be Proud Of It!

As a result of intensive forethought, planning and investigation by Canadian Engineers, the 1926 BRITISH EMPIRE BUICK is offered with a complete line of charming bodies created specially for the world's varied markets. Leather upholstery harmonises with the colour schemes, full-vision side curtains, adjustable seats specially designed, one-man, hoods, so simple that a child can operate them—these and many other refinements ensure maximum utility, comfort and convenience combined with inherent beauty. The same quality which has been built into Buick cars for more than twenty years has been supplemented by still further strides in engineering perfection. Ten year old Buicks, without present-day refinements, are quite common in England to-day. The 1926 Buick has been designed not only to give phenomenal performance, but also an abnormal length of life.

Before buying a car, compare Buick beauty that bespeaks inherent goodness and exceptional road performance; then compare prices. THE BRITISH EMPIRE BUICK is without question the finest car value the world has seen to date.

Beauty  
That Delights  
the Eye



Economy  
That is  
Certain

## The 1926 Buick is A British Empire Product.

The British

Empire Buick

LATEST MODELS NOW ON VIEW.

DEMONSTRATIONS GLADLY ARRANGED.



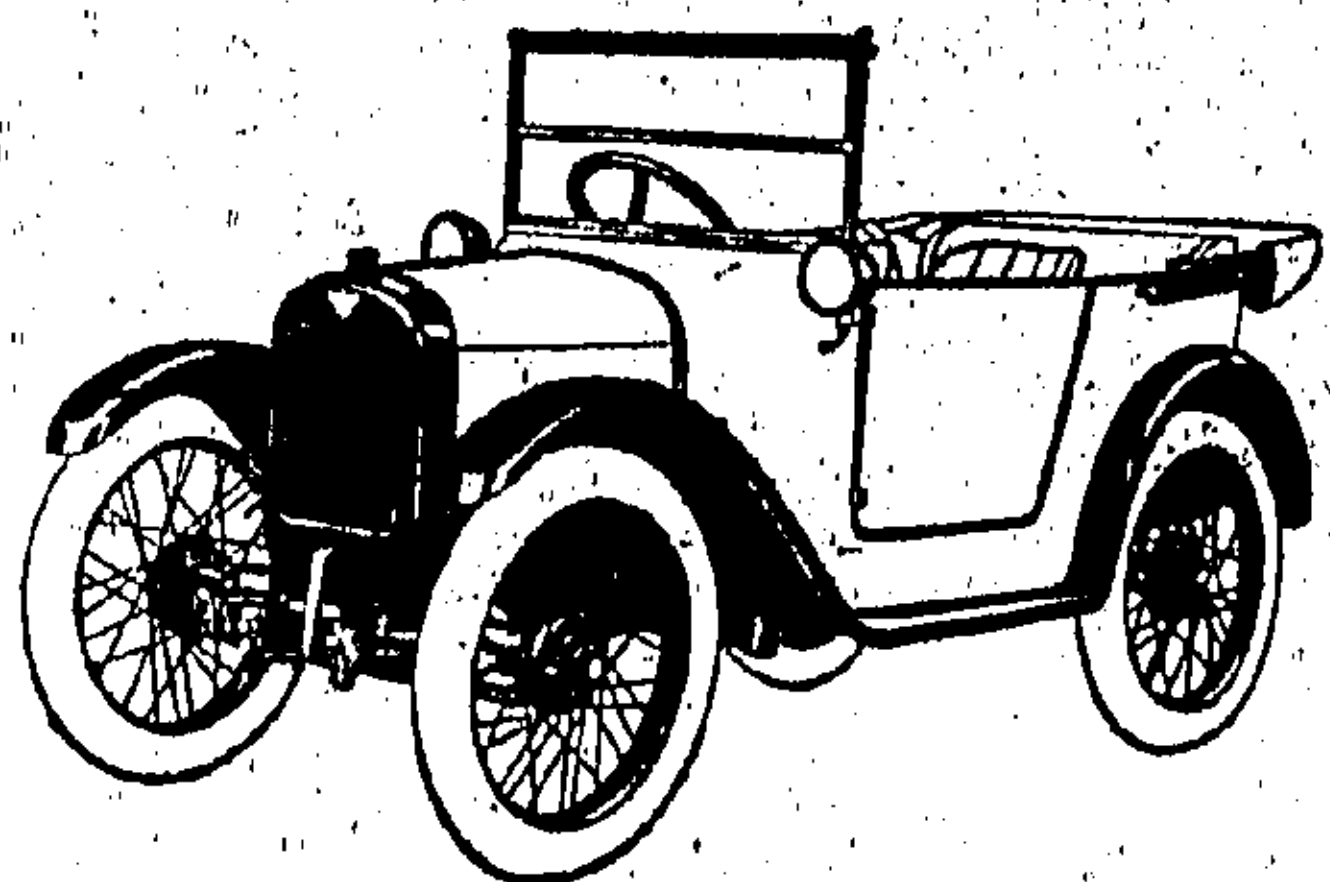
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The first twelve purchasers of an Austin Seven Motor Car in 1926 will receive a—

FREE INSURANCE POLICY

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Get in on this offer and join the throng of happy Austin owners. The initial outlay is small and the upkeep less than tram-fare.

We shall be pleased to show you how easy it is to become an Austin owner.

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## A Fine Product and a Fine Policy

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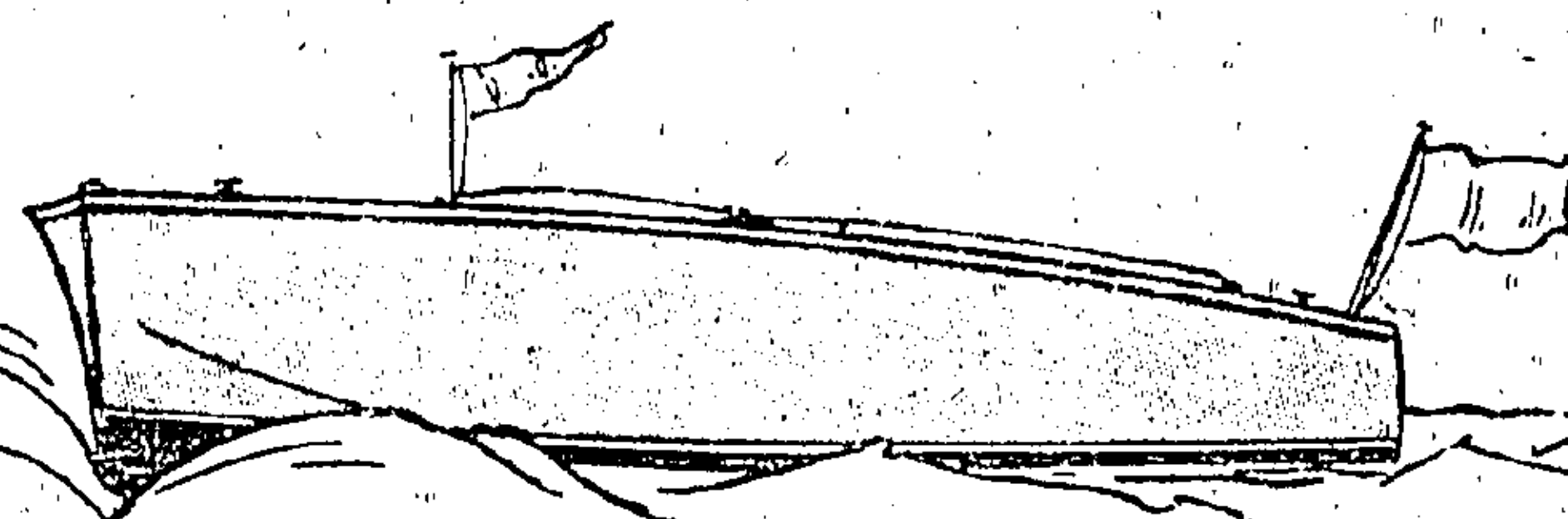
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## MOTORING PROSPECTS.

## CHANGES AND DEVELOPMENTS IN 1926.

(By H. Massac, Bulst in the Observer.)

There is no chance of 1926 being a dull motoring year. For one thing there is every prospect of some 2,000 private car owners being recruited weekly until the last day of December next.

First and last for consideration, however, is the Road Fund, in connection with which it is sought to limit the amount of revenue derived from motor taxation which shall be devoted to road development and evolution. The actual financial position in regard to that work, which is for the service of the community at large, and which represents expenditure of a semi-permanent character for an asset to the nation, is that there is no surplus road fund and cannot be for many years, because we are engaged in undertaking work that has been delayed a quarter of a century too long. Further delay will be severely prejudicial to the return of normal industrial and commercial conditions, because this is the age of mechanical road travel, and the problem also concerns agriculture intimately.

Indeed, the folk to benefit least by this great work are the passenger car owners, who contribute the greater part of the revenue. Their machines are so well sprung that they could ride comfortably over quite indifferent surfaces. The community, however, travels largely in buses, and its food-stuffs and other necessities are transported to an ever-increasing extent by that means. Economy, comfort, and safety are involved in expediting and increasing the scale of our road work, which is essential if we are to distribute the population and avoid overcrowding in our large cities.

## The Single Tax Principle.

It is plain that the motoring organisations will have to associate themselves directly and present a united front on the subject with County Councils, Borough Councils, and all manner of other bodies concerned with road-making, maintenance, and use, that being the only means to ensure in this time of great financial stress that the right thing shall be done.

By contrast, this is a most unfavourable time for individual motoring organisations to air their cherished schemes for recasting the basis of car taxation, and so forth. If anything of that sort is indulged, the result will be to land us with a dual tax instead of a single one on motoring, a point of supreme importance. It was very difficult to get back to a single tax on motoring, which is the only means of checking the total amount it costs the individual. Any dual tax is the golden opportunity for Governments to play ducks and drakes with the gross amount contributed. When we had a petrol tax as well as a horse-power tax, the situation was wholly unsatisfactory: a large number of motorists of my acquaintance boasted that they never paid a farthing fuel tax from the time the measure was introduced to the time of its withdrawal.

In the international sphere, as far as motoring competitions are concerned, the year starts with the provision of a series of new international regulations governing this all-important matter for the evolution of automobile engineering and vehicle building. At the moment it must suffice to mention in passing that the new rules further provide means for each recognised body to draw up any rules that may seem good for competitions of a national character within the borders of the given country.

As regards our major competitions, namely, the series of Grand Prix races on the Continent of Europe—France, June 29; Spain, July 25; England, August 2; and Italy, September 5; and the American premier event in the Indianapolis race on May 30—this year the maximum engine permissible is 1,600 c.c. cylinder content, or half the size of the small car, or voiturette engine category seven years ago; yet miniature 1,500 c.c. engined vehicles have already travelled at over 118 m.p.h., and some of these multi-cylinder 10 h.p. Treasury-rated units will function at 8,000 c.r.p.m. this summer.

Not only will the French Grand Prix Race be a wholly track event on the new Miramis course near

Marseilles this year, but the Royal Automobile Club will also organise a premier event, a 800 miles race, on the track at Brooklands on August Bank Holiday for 1,600 c.c. engined machines, quite without prejudice to the Junior Car Club's yearly 200 miles international race, which will be run on September 25, on the principle of having turns in the course of each circuit of the track.

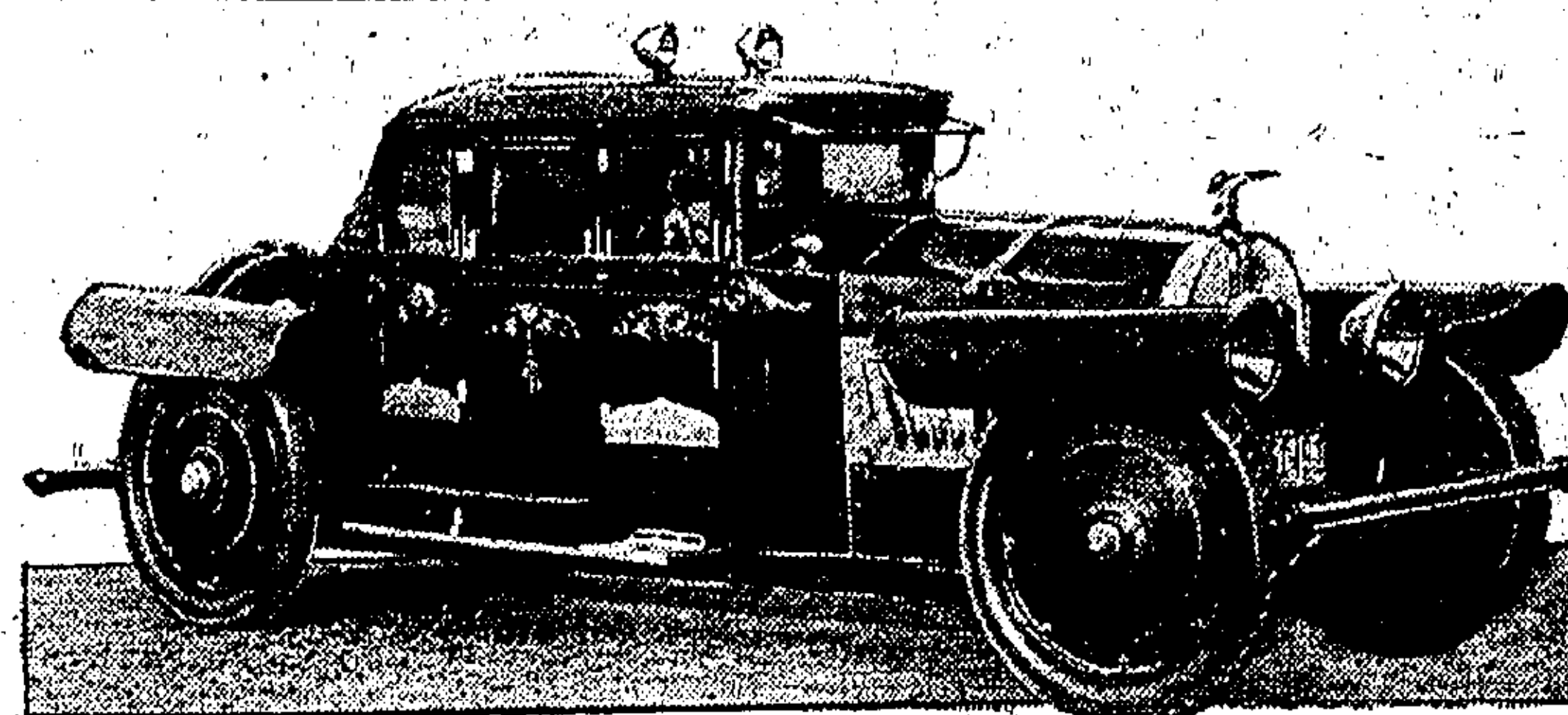
A Bill is also before Parliament to secure the closing of certain roads in this country for a limited period for the purpose of conducting a road test that should be as invaluable for the evolution of design and a proof of construction as are the classic road races abroad and the series of Tourist Trophy road races were in the tale of Man. In this connection it is not intended that any much frequented roads should ever be closed, but only short stretches of thoroughfare of, say, 10 to 14 miles, at the most, in a circuit mapped out on Dartmoor, or among the hills and dales of Yorkshire, or Cumberland; or in the Highlands of Scotland. Practically no inconvenience would be occasioned: yet the spot would be accessible by rail, or by road, and an educational purpose could be served by organising these tests,

## A STORY WITHOUT WORDS



such as is impossible to attain by asking the motor car owner to water to get to the Isle of Man: it will not in any appreciable public to traverse 80 miles of numbers.

## THE LATEST FREAK AUTOMOBILE.



Everything for the passengers' comfort may be found in this car, even to ice water! It has been designed and built by Mr. E. H. Bishop, a retired automobile racer of Portland, Maine, U.S.A., who claims that it is a record-breaker for speed.

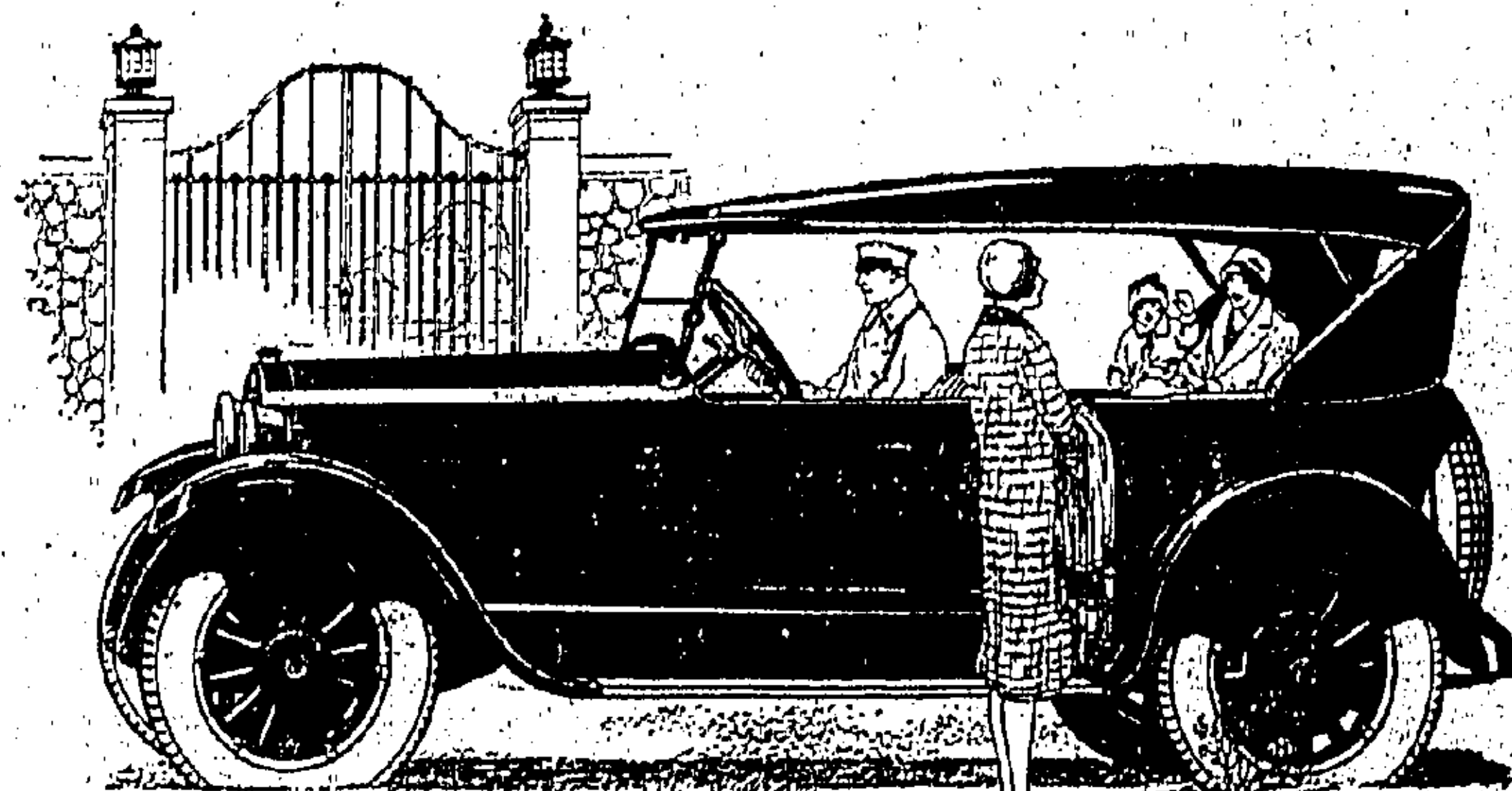
DODGE BROTHERS  
TOURING CAR

Dodge Brothers Touring Car is almost invariably selected by those who rely on motor car transport to carry them over bad roads in comfort.

The simplicity of its power plant design, and the superior strength and quality of the alloy steels used in vital parts, give assurance that, with a minimum of attention, it can be relied upon to go wherever there is traction.

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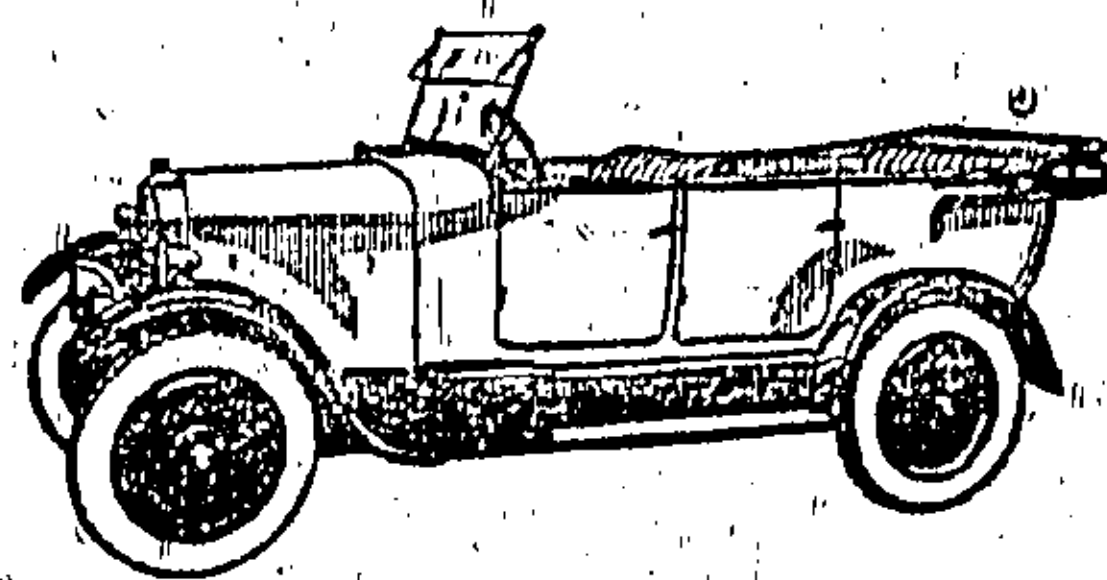




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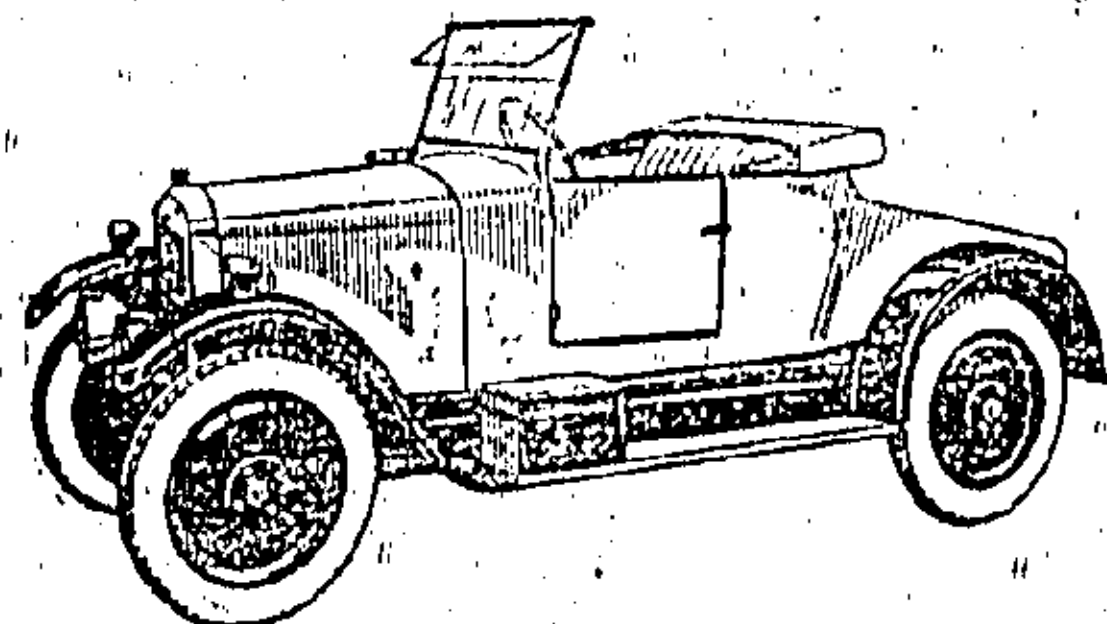
## Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"  
\$2,200

## British Throughout



TWO SEATER "DE LUXE"  
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Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to:—

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HONGKONG BANK BUILDING.

**SOCONY**  
MOTOR OILS  
AND  
GASOLINE

### TALE OF A BABY AUSTIN.

BY A SCHOOLGIRL.

The sound of hurrying feet came to my ears, as I stood, and rested my agile—though weary limbs in the seclusion and solitude of my dinky little garage. Born in Birmingham, I was brought to Edinburgh and there purchased by a kind gentleman, who then brought me here to my present home.

The feet came nearer, and a blinding ray of sunlight invaded the soft twilight of my den, as the doors were flung open. My well-polished fittings glittered like silver in the brilliance of a noon-day sun. After a few minutes tinkering I was off! My master was a clever driver and a cautious one. At his dextrous touch I sped away, a load of five upon my back.

Along the roads I raced, till the marvellous beauty of the Pentland Hills, glorious in their purple splendour, were before us, and as I entered Scotland's bonny capital, I had a mad inclination to show its proud inhabitants what a little "Austin" can do! But I stifled this desire, knowing it to be a foolish one, especially in such a busy town as Edinburgh.

Passing through the busiest part of the town in safety, I reached a more secluded part which I recognised instantly as my former home. There I saw my brothers and sisters, beautiful in their newness, all waiting to be sold. A little sad indeed, at the thought of leaving my kin

set off again. Nevertheless, I rejoiced that my fate was such a desirable one. Once again I was off! This time it was a more round-about route. The open road raised again my desire to run. My master responded to my frantic haste to be off, and for almost an hour I fairly hummed along the dusty, winding road. All good things must come to an end, and as I was slowed down I overheard my master say to one of his little friends, "I must remember the old proverb, 'Never chase a willing horse.'" Queensferry, with its wonderful Forth Bridge I reached, and when I heard people singing my praises I felt my builder was greater than the builder of that wondrous bridge. Home again I rejoiced that such a glorious day had seen me at my best.

### SPEEDING UNNECESSARY.

Tests conducted by motor clubs in various districts of the United States show that speeding gains little time. A person who follows all rules will arrive at his destination almost as quickly as the motorist who breaks the rules.

### ROADS FROM TYRES.

Discarded auto truck tyres—shredded and melted, are being used to make rubber roads in Bradford, England. A secret solution is added to the bits of rubber and the whole is oiled. Then it is poured nearly three inches thick over the concrete surface.

### 50 BELOW ZERO.

#### EXPLOREES ENDURE GREAT HARDSHIP.

This is the third of a series of four interesting articles regarding the recently ended third Asiatic Expedition of the American Museum of Natural History, written by Roy Chapman Andrews, the leader of the party of explorers and scientists. It will be remembered that the many discoveries made during Dr. Andrews' three exploring trips have contributed valuable additions to the science of Geology and interesting information regarding many monstrous animals which roamed over the earth millions of years ago.

Hardship and hazard were constantly intermingled with the thrill of important discovery and the adventure of exploring vast areas never before visited by civilized man.

Probably the most bitter experience we have had during our three Asiatic Expeditions was over the 700-mile route from Kalgan, China, to Urga, the capital of Mongolia. The temperature was fifty degrees below zero. We never stopped the engine during the trip as we felt certain that no antifreeze mixture would safely withstand that intense cold.

On May 24, while crossing the desert we ran into a blizzard. For long stretches there was no snow at all, then came drifts. Several times we ran into patches of what appeared to be shallow drifts and suddenly found ourselves buried in snow that had packed into gulleys twelve or fifteen feet deep. When that happened we would have to get out with shovels and dig to the bottom of the gully to give the wheels something to catch hold of and then dig a road up the opposite side. At times we actually climbed up at angles so steep I'm afraid to tell you what they were for fear you won't believe me.

Our Dodge Brothers Motor Cars were the first automobiles that ever went past Urga. On the way out from Kalgan we passed the wrecks of nineteen other cars in the first 150 miles. Ten men had been killed in the wrecks of these cars.

About the most exciting incidents in our trip, aside from the scientific excitement of the discoveries we made, were our chases after great herds of wild asses and antelope. We stampeded one herd of 5,000 wild asses, which was a tremendous spectacle, but nothing compared with

the herd of antelope we came upon. This herd stretched as far as the eye could see. There must have been 50,000 antelope in the herd. It made me think of what the buffalo herds on our western prairies must have been. We were upon them before they saw us and drove right into the midst of them. Such a panic you never saw in your life. The animals actually leaped over each other in their efforts to get away, which they soon did, however, as the antelope is capable of sixty miles an hour when pressed. We set out in pursuit of one of them, and he left us far behind for two miles. Then he settled down to a pace that kept him about 200 yards ahead of us. Our car was doing 42 miles an hour, which was all we dared on that kind of running. Finally, after eight miles, we got a puncture and had to stop. The antelope appeared to be as strong as ever and to be running without effort.

We used to run rings around the wild asses. The best they can do is about forty miles an hour.

As soon as we came out of the desert we were beset with traders and business men who wanted to know all about our trip. They had openly declared that no motor car could go into that region and come out again, but when we showed up with our entire fleet of five Dodge Brothers Cars in perfect running order they were convinced, and now Dodges are making in a few days long trips into the interior that formerly took months by camel train. What we accomplished in five months by means of motor cars would have required ten years under old conditions.

(Dr. Andrews' fourth article will appear next week.)

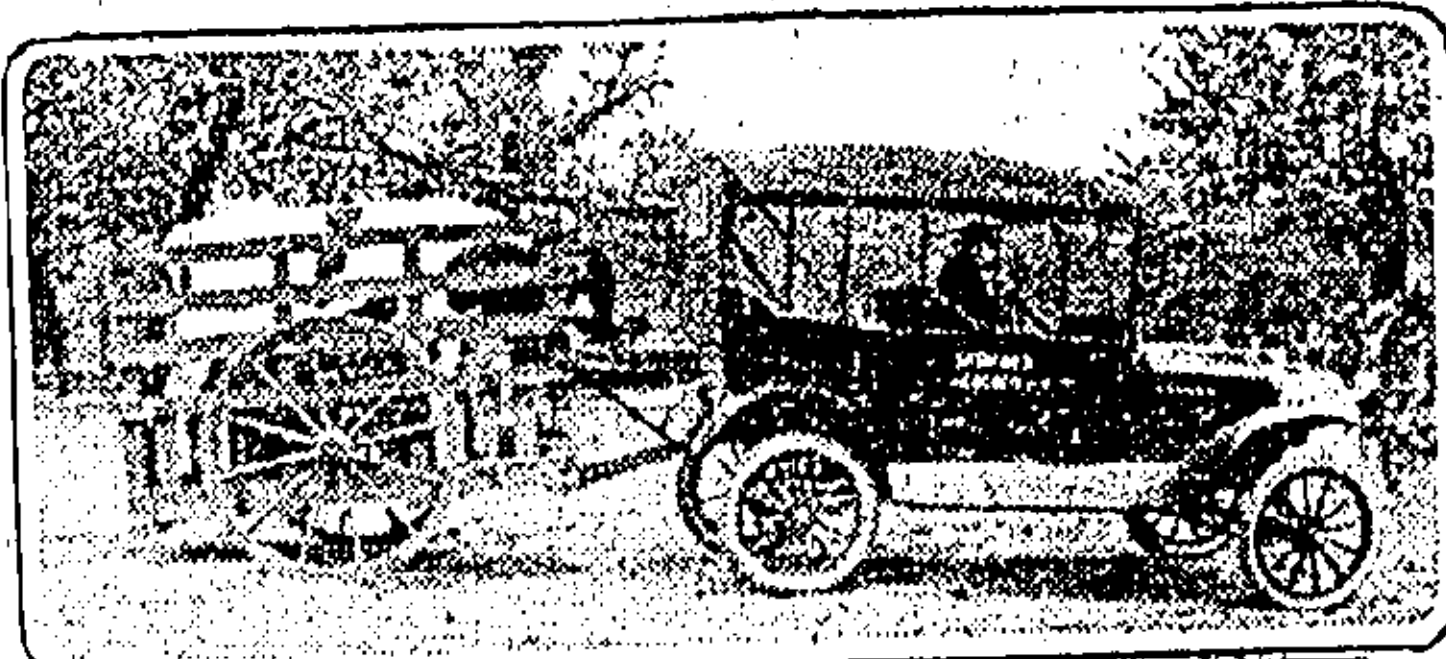
### OFFER FELLOWSHIPS.

The University of Michigan is preparing to make seven awards for advanced study of the nation's road needs and economical transportation. The awards will be in the form of Fellowships offered by important road construction and transportation industries.

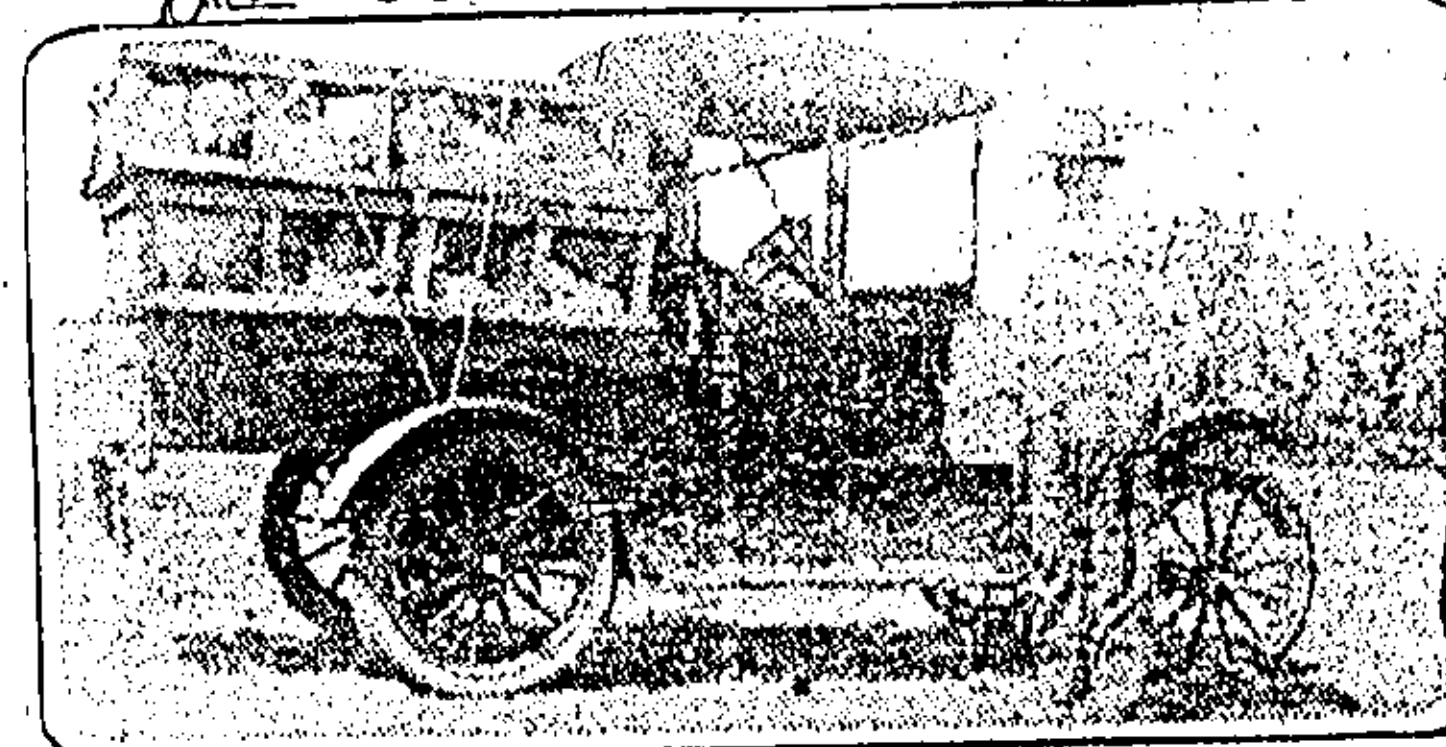
### TRIAL PURCHASES.

An automobile dealer in Santa Ana, Calif., operates a used car business on the policy of "five days free trial." The prospective purchaser can test the car anywhere and in any way he pleases for five days before making the purchase.

### FARMERS FAVOUR AUTOMOBILES.



ONE WAY IT'S DONE



READY FOR MARKET

CHICAGO—Farmers own 3,821,085 of all automobiles operated in the United States, according to automotive trade statistics issued here. Of these, 3,453,159 are passenger cars and 367,926 motor trucks.

Iowa leads in the number of farmer-owned cars with 219,864, Texas in second with 207,334, and Illinois third with 195,788 followed by Ohio with 192,080, Pennsylvania with 191,793 and New York with 178,019. In the proportion of automobiles to farm population, the figures show, California is first with one car to every 3.8 farm people. Then come Nebraska with 4.3, Iowa 4.6, New York 4.6, Pennsylvania 5.2, and Ohio 5.0. For the

# ESSEX

a Famous Six—Built on Hudson Patents

**\$2,000 for the Coach**

Quality Gave Volume—Volume Gave This Amazing Price

Everyone knows the superiority of six cylinders.

Those who know are not content with less than Super-Six performance. It increases power, smoothness, flexibility and car life without adding to weight or motor size. Its principle is patented and exclusive to Hudson and Essex. It accounts for the world's largest selling sixes.

In Essex the cost is within the price of practically all car buyers. Super-Six advantages and Hudson Essex quality give vast volume, and volume makes possible the lowest prices in history.

There is a big saving in Essex cost, a greater economy in operation, and a finer satisfaction from the ease and comfort of riding and driving. Everywhere it is regarded with Hudson as the

## World's Greatest Value

Everyone Says It—Sales Prove It

Hudson Coach \$3,000 Hudson Brougham \$3,600 Hudson 7-Pass. Sedan \$4,000

THE DRAGON MOTOR CAR CO., LIMITED

33 WONG NEI CHUNG ROAD, HAPPY VALLEY

### The Master Tyre of Master Builders

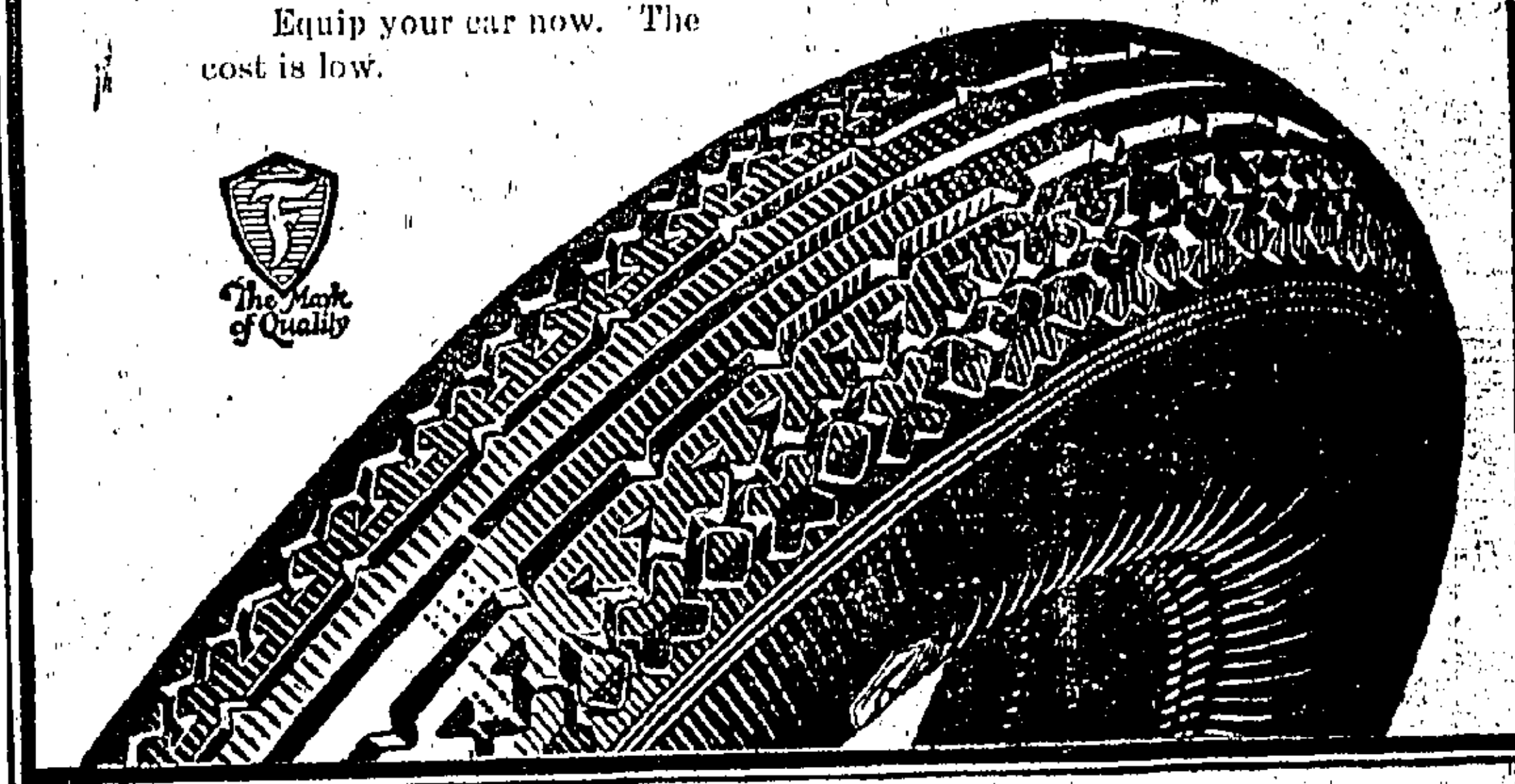
Since the beginning of the automotive industry Firestone has pioneered and developed tyres. The Full-Size Gum-Dipped Balloon is the Firestone masterpiece—a stroke of master-building.

And it is only natural that—because of many exclusive methods and processes—Firestone Balloons do raise tyre

### Mileage—Safety—Economy

The Firestone extra process of Gum-Dipping is the only known method that saturates and coats every fiber of every cord with a frictionless protective covering of rubber, giving greater strength and flexibility to the cords.

Equip your car now. The cost is low.



MOST MILES PER DOLLAR

# Firestone

FULL-SIZE GUM-DIPPED BALLOONS

The Dragon Motor Car Co., Ltd.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY ... TEL. C 1246 or 1247

### NOISELESS STREET CAR.

A street car equipped with roller-bearings similar to an automobile has been successfully tested by the Eastern Massachusetts Street Railway Company. The car is described as noiseless and running without vibration.

### URGE FEDERAL CONTROL.

The American National Association of Railroad and Utilities Commissioners have requested federal regulation of interstate traffic in motor bus transportation. The regulation desired extends to all interstate transportation for hire by motor vehicle.

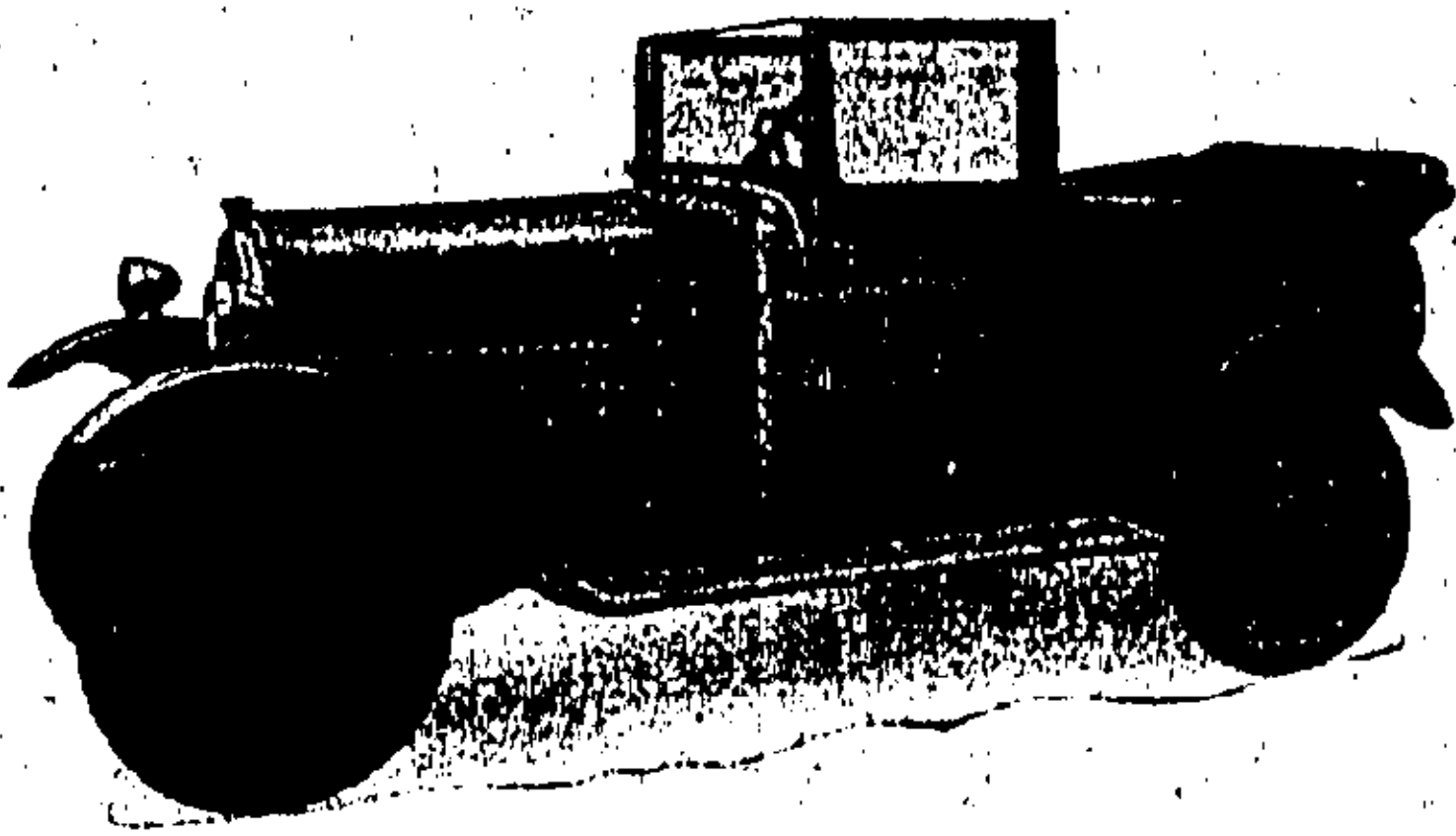
### LONG-BUS LINE.

Announcements have been made of the establishment of a bus line from El Paso, Tex., to Los Angeles, a distance of 1110 miles. This will be one of the longest bus lines in the world, and its route will be through the picturesque southwest.



## G. W. K.

THE EASIEST CAR TO DRIVE



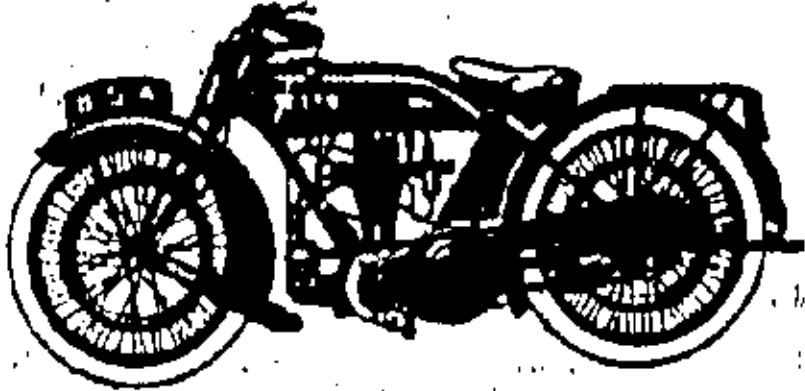
Ideal for Hongkong  
10.8 H. P. (Four Seater)  
A Gear for Every Gradient  
\$1,650 Ready for the Road

Full Particulars from—

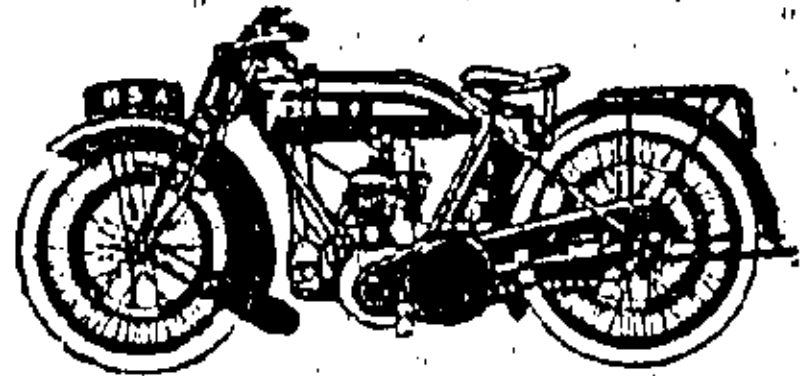
**GILMAN & CO., LTD.**

HONGKONG BANK BUILDING.

## B. S. A. MOTOR CYCLES



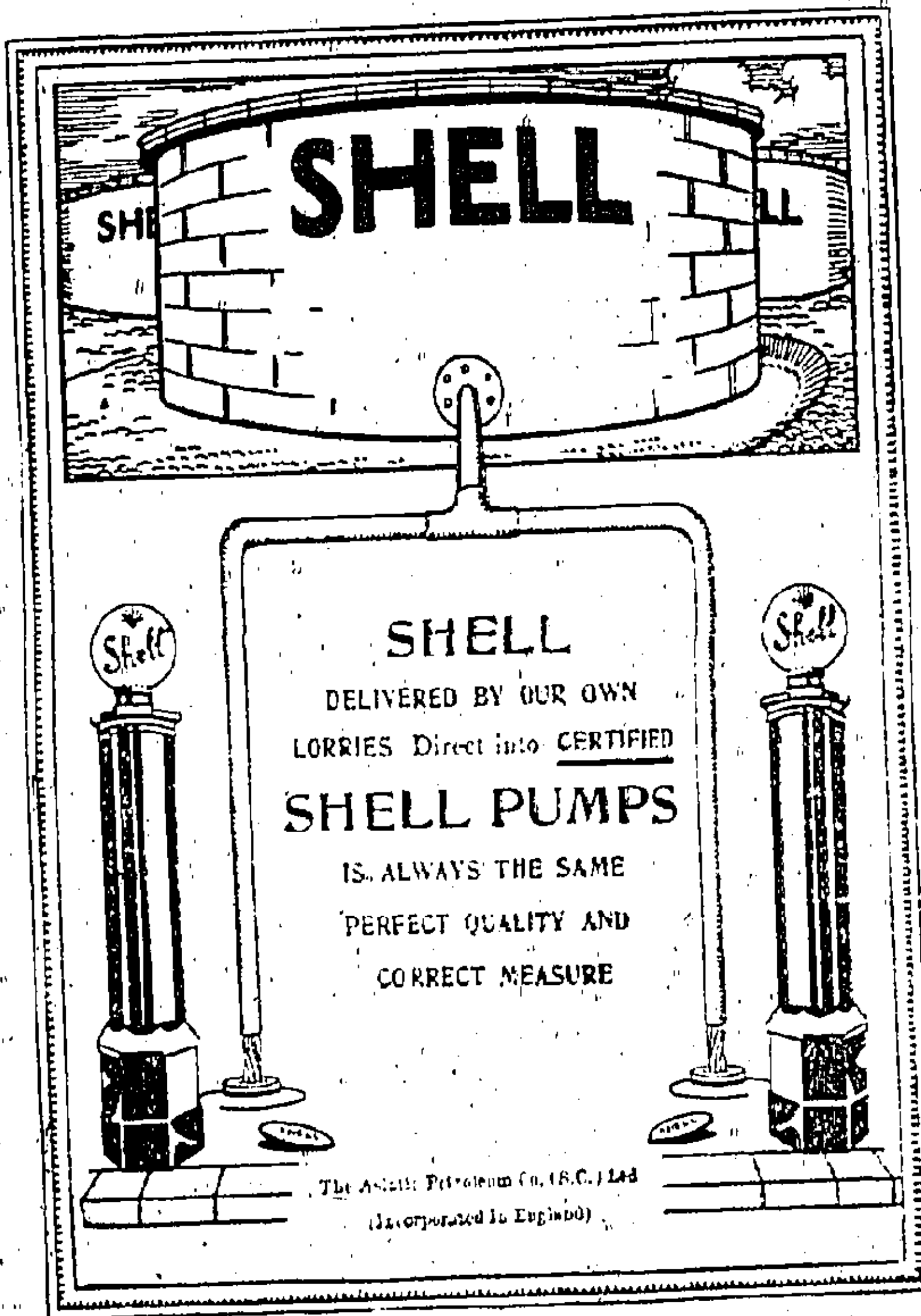
Famous For Reliability  
and Economy



Full Particulars from the

Sole Agents:

**THE SINCERE CO.**



### ATTITUDE COUNTS.

The mental attitude as well as the mentality has a great deal to do with a motorist's ability to drive his car. Some drivers are careless and reckless at certain times, while at other times they are careful, safe drivers.

### "GOLD-PAVED" HIGHWAY.

Nevada boasts with truth that it has a highway paved with gold. An analysis of the gravel being used in paving the highway between Ruth and Ely shows flour and flake gold, but not in commercial quantities.

### RUSSIAN TRIALS.

108 CARS COMPETE.

Fiat Team Disqualified.

One hundred and eight motor vehicles, including passenger cars and lorries, representing seven nations, took part in the Russian trials from the middle of August to the middle of September, over a circuit from Leningrad to Moscow and Tiflis, with return to Moscow.

The object of this competition was to determine the most suitable types of motor vehicles for service under Russian conditions, taking into consideration climate, the state of the roads, and the meagre facilities available for securing supplies. Before the start every competing machine was carefully examined and weighed; during the trials there was a very severe control both on the road and at the parking stations.

The cars were divided into four categories, based on piston displacement, and had to cover a distance of 3,332 miles divided into three sections, each section being divided into stages. During the first part of the journey, as far as Charkoff, the roads were in a terribly rough condition, while the bridges were in a deplorably neglected state. In southern Russia, from Charkoff to Vladicaucase, the road disappeared entirely, the vehicles simply travelling across country, over fields and wild steppes, with soft ground in which they were often buried to their axles.

The final portion of the competition was over a good military road, with very steep hills, the altitude attained in crossing the Caucasus being 6,900 feet above sea level. Added to these difficulties was the lack of suitable supplies for the drivers and mechanics, who under the tropical heat of southern Russia in the month of August were subjected to real hardship.

Fiat took part in three categories of the Russian trials, with two cars in each, namely, two model 519, two model 510, and two open motor coaches on chassis 505 F, and was the only firm which succeeded in finishing with all six vehicles in perfect condition. While many of the competitors finished with several of their members abandoned by

the roadside or in the stoppages, the six Fiats which reached the finishing line proved that they fully met the requirements of this strenuous competition which were, above all, the ability successfully to travel over the rough roads, the mud tracks, and the immense plains of Russia.

### Fiat's Grand Performance.

According to the rules of the competition, account was to be taken only of team performances and the results obtained by teams was to determine the awards. When entries were received, indeed, it was stipulated that there must be two machines in each class, this being done in order to avoid a single machine obtaining high rewards more by chance than by merit. At the last moment, however, the points were calculated on individual machines, no account being taken of those which had been withdrawn nor of the mechanical condition of the leading organs of the cars which covered the full distance.

On this basis several lists of awards were drawn up, under which the Fiat was given first prize for fuel economy, but was refused the first prize under a general classification altogether undoubtedly entitled to it under the regulations.

### Break World Record.

A standard 10 h.p. Fiat, having a four-cylinder engine with a piston displacement of only 1,450 cc., broke the world's six-day record on Monza track, near Milan, by covering a distance of 7,022 miles. This gives an average speed for the 144 hours of exactly 48 3/4 miles an hour. The previous six-day record was held by an Ansaldo of 1,837 cc., which covered 6,484 miles on the Miramas track, thus maintaining an average of 45 miles an hour.

The Fiat started on its long non-stop run on November 2, with four drivers for the task, namely, Silvani, Belgir, Botta, and Mangiotti, and came to a stop on the evening of November 9. All world's records from 1,500 miles to 7,000 miles and from 4,000 kilometres to 11,500 kilometres were broken. In addition to 38 world's records the Fiat captured 45 international records for the 1,500 cc. class. After securing the six-day record the Fiat continued for 123 miles more, thus capturing the international record for 11,500 kilometres, the total distance thus being 7,145 miles.

## In Every Business-- In Every Part of the World

Graham Brothers progress in the world-wide market is no less astonishing than their quick rise to supremacy in the 1-ton and 1 1/2-ton Bus and Truck class in America.

The first Graham Brothers Buses and Trucks to go abroad in volume were shipped in 1922.

1925 exports exceeded those of 1922 by 1300 per cent. Even the record year of 1924 was more than doubled in 1925.

Wherever road conditions are bad—wherever the hardest service is required, Graham Brothers sales are showing the greatest increase.

How well Graham Brothers Buses and Trucks qualify for the most exacting tasks is shown, conclusively by their unparalleled sales record in the world market.

1-Ton Chassis, C.\$975. 1 1/2 Ton Chassis, C.\$1,245 F.O.B.

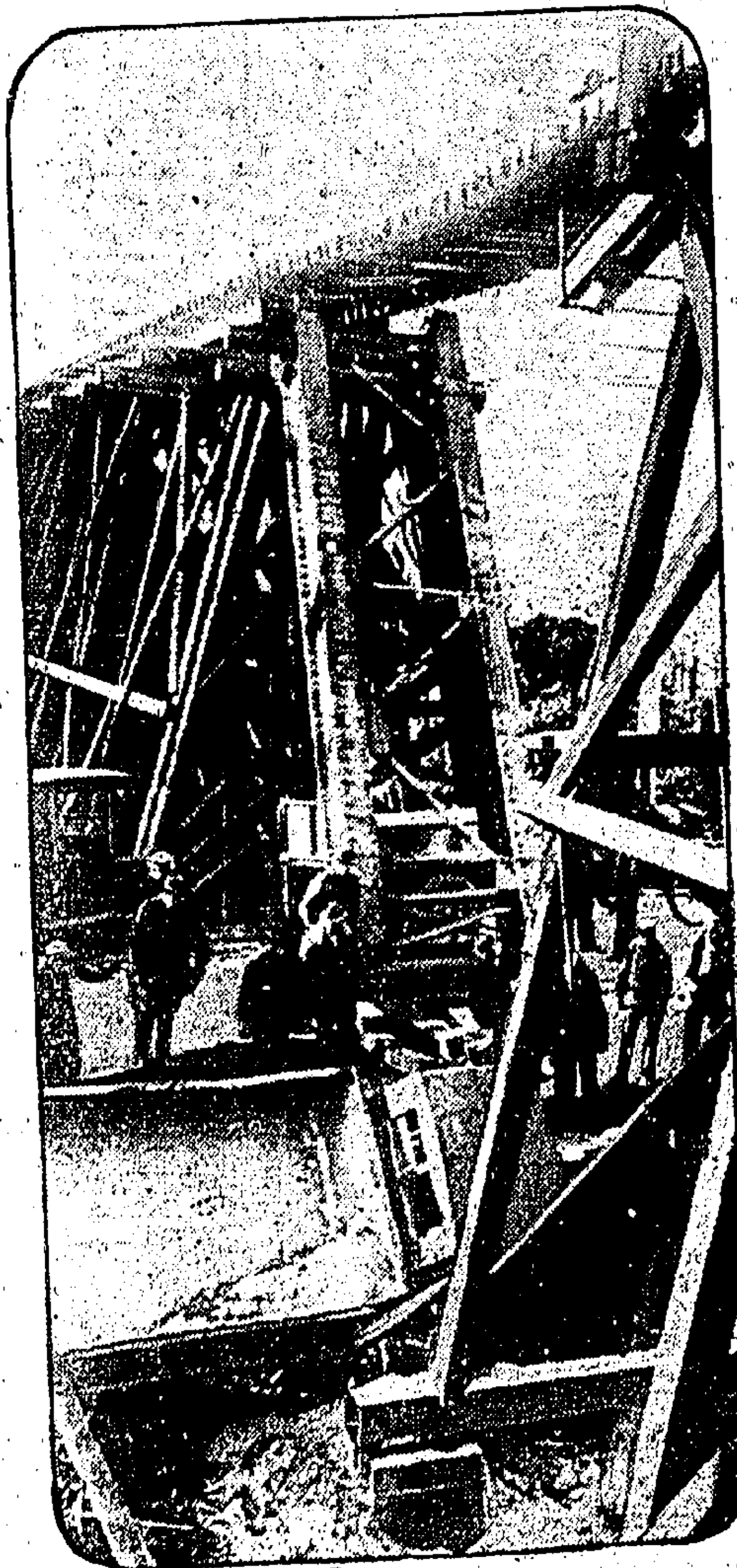
## THE DRAGON MOTOR CAR CO., LTD.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C. 1246 or 1247

# GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS,  
DEALERS EVERYWHERE

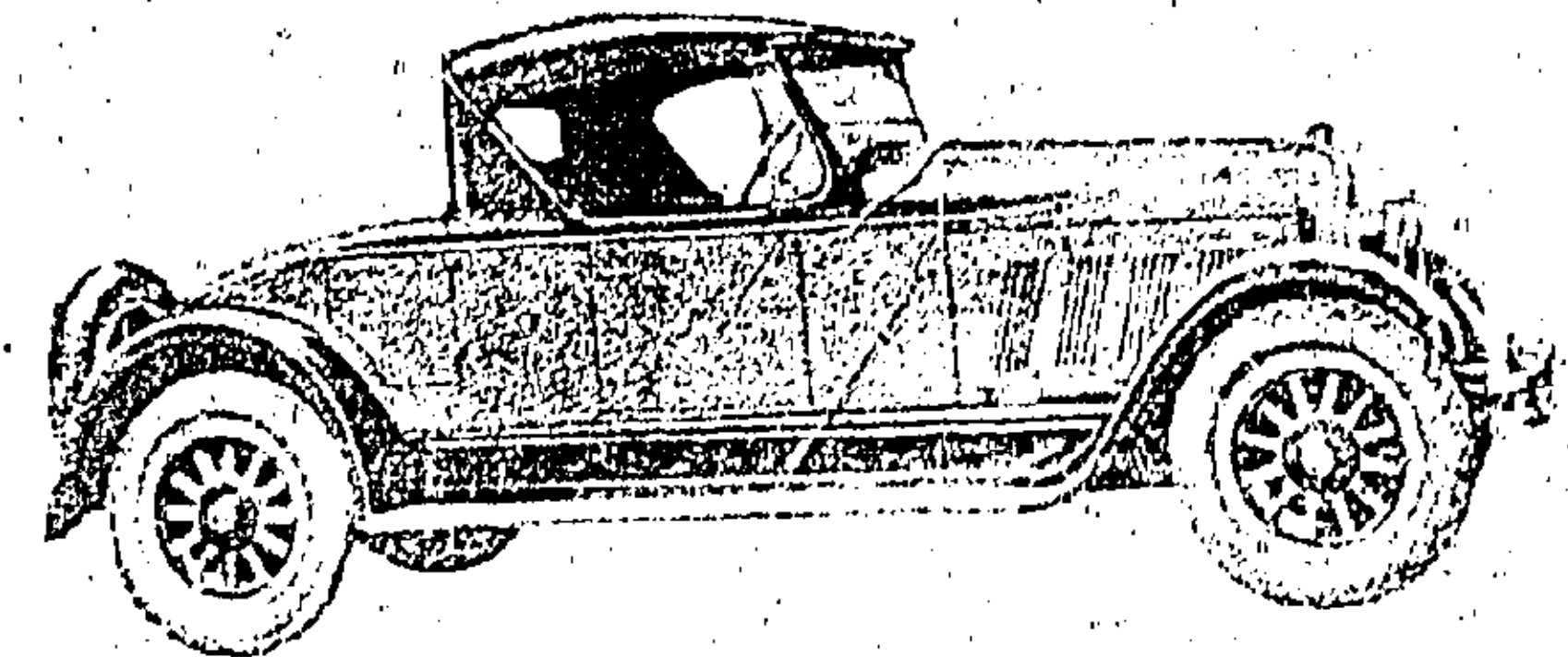
### A REMARKABLE MOTOR SMASH.



A heavy motor lorry crashed into one of the supports of a trestle bridge near Baltimore, U. S. A. with such force that the bridge was seriously damaged as shown above.

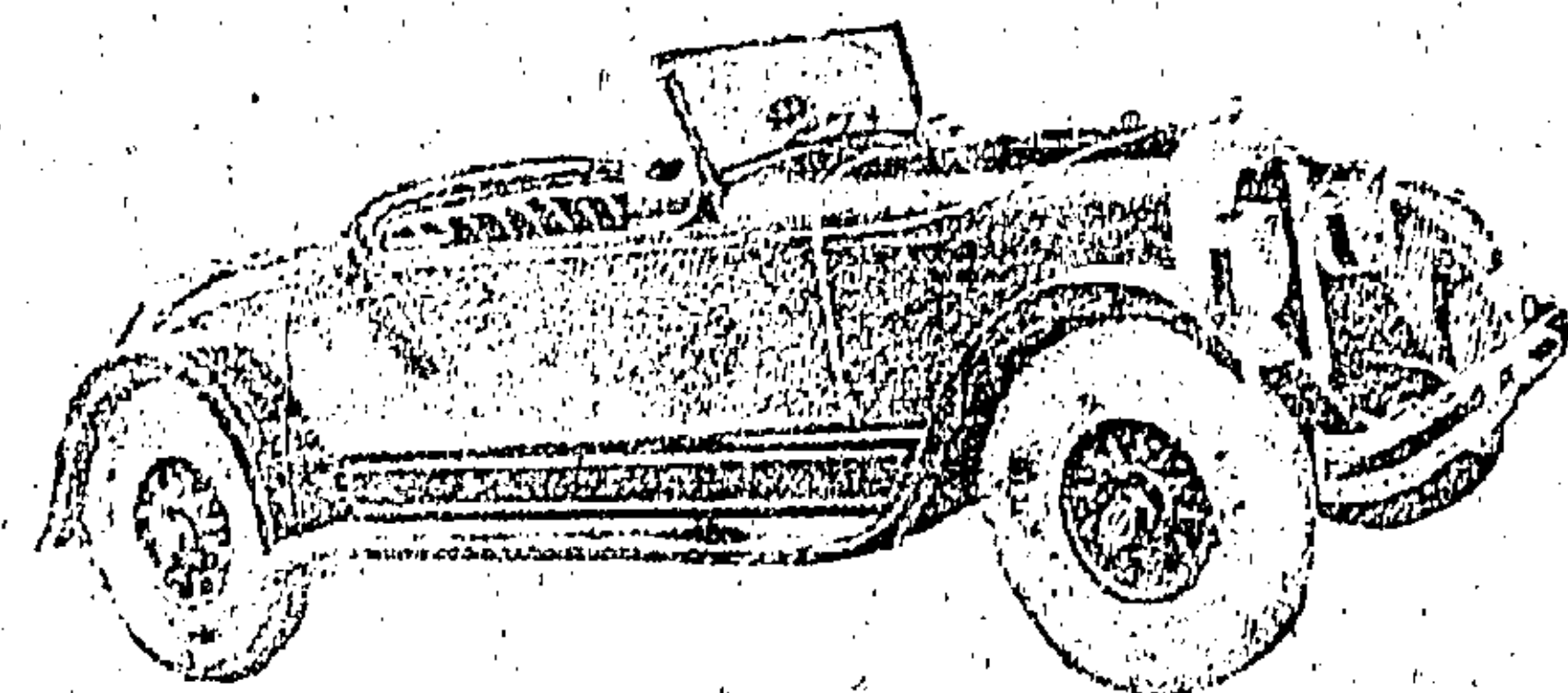
## AUBURN

THE 8-88 ROADSTER.



The "pleasure" car of the Auburn line. A run to the Club—Shopping tour—or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pep to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models, 120" wheelbase.

SALE AGENTS FOR SOUTH CHINA

## UNIVERSAL AUTO SUPPLY CO.

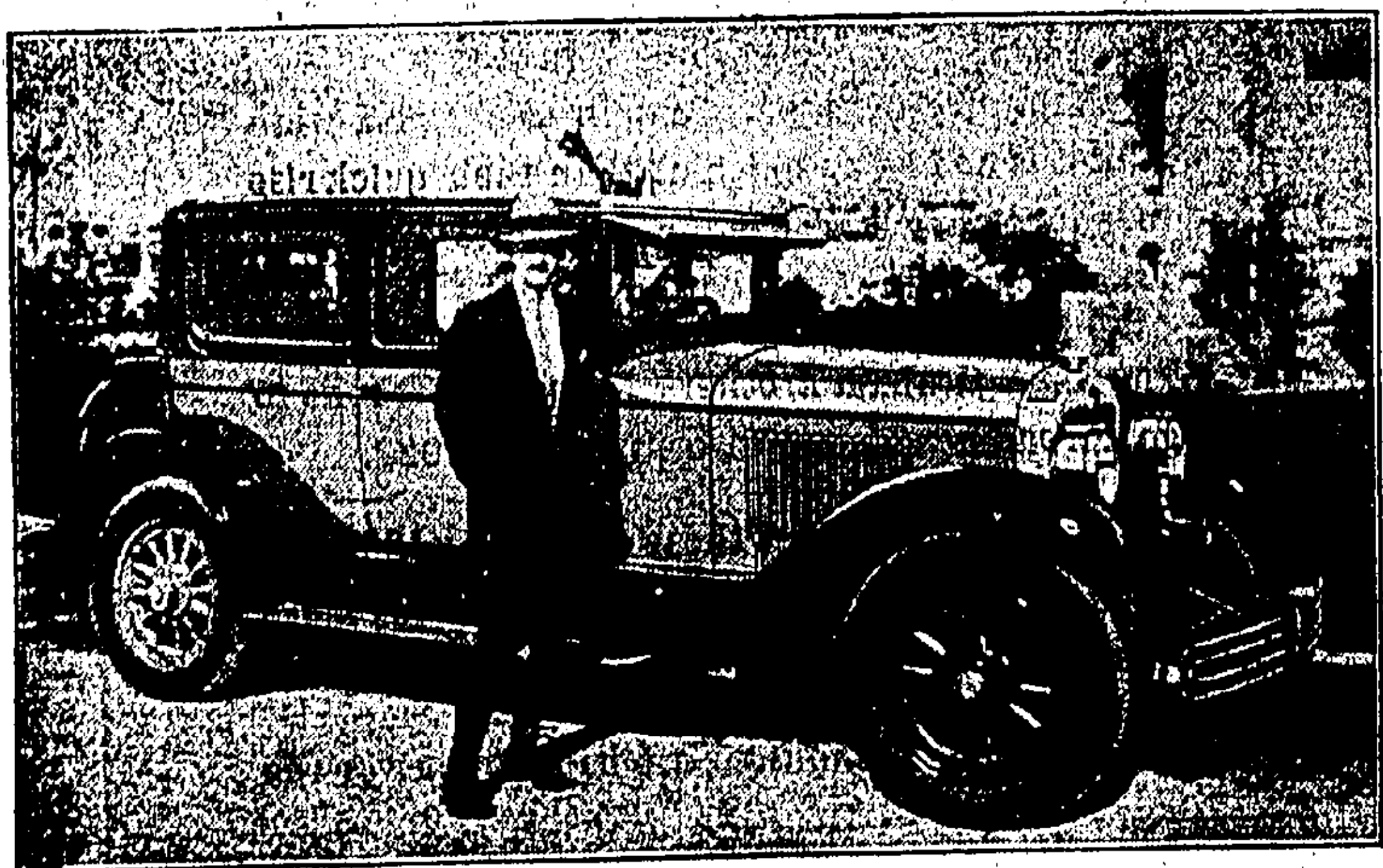
Inspect our large stock of Motor Accessories and Spare Parts.  
Sole Agents for Indiana Trucks.

FIRST FLOOR ASIATIC BUILDING.

TELEPHONE C. 4915.



## PIONEER OF AVIATION BUYS 200,000TH. CADILLAC.



The Cadillac Motor Car Company has just passed another milestone by the production of its 200,000th car equipped with a V-type, 90-degree eight-cylinder engine. This enormous production of cars of the highest grade has been accomplished during the past eleven years and is equal to the combined production during that period of all other cars in the Cadillac price range and above.

The event has been given added interest by the sale of the 200,000th car to Glenn H. Curtiss, noted airplane and hydroplane manufacturer, who rose to fame by his pioneering achievements with gasoline engines and by the invention of motorcycle, airplane and hydroplane V-type engines.

The sale was made by the Miami, Florida, Cadillac dealer of Claude Nolan, Cadillac Florida distributor, who, 15 years ago, took into Florida the first airplane seen in that state. It was a Curtiss plane and was equipped with a Curtiss V-type engine.

Mr. Curtiss to-day holds license No. 1 of the Aero Club of America and license No. 2 of the Aero Club

of France. In a letter addressed to Miami Cadillac company from Hialeah, Florida, he says:

"It is a source of considerable pride to me to own and drive the 200,000th V-type Cadillac.

"Perhaps I am prejudiced in favour of the V-type motor, having been the first to introduce them in the motorcycle construction in this country and later for aeroplane work.

"For many years I have owned one or more Cadillacs because of their efficiency and reliability. I was one of the first purchasers of this year's model, and now I find myself making use of it almost entirely for my own driving.

"This 200,000th car is my second Cadillac of this type. I must say that I prefer it to any of the American or foreign cars. I have found it the easiest riding and it has the best pickup, the best brakes and is easier to handle than any of the cars I have tried."

After a youthful experience in building, repairing and racing bicycles, Mr. Curtiss early became interested in motorcycles and as a young man did much pioneer work

with acetylene gas generators and internal combustion engines. He became a champion motorcycle racer and achieved world's records which he held for years.

In 1905 he designed the motor for the United States dirigible No. 1 and assisted Captain Thomas Baldwin in trial tests. In 1907 he collaborated with Dr. Alexander Graham Bell, the telephone man, in the work of the Aerial Experimental association as motor expert and director of experiments.

He founded the Curtiss Aeroplane & Motor corporation, which manufactured aeroplanes, hydroplanes and aeronautical engines, and the C. H. Curtiss Manufacturing Company, builders of motorcycles. Pioneer airships, such as the "Red Wing," "White Wing," "June Bug" and "Silver Dart" had engines designed by Curtiss and were built by his company.

July 4, 1908, he won the Scientific American Trophy in the "June Bug;" in 1909 the Gordon Bennett Speed Trophy at Rheims, France; the Aero Club of America Trophy in 1911 and 1912, and the New

## THE MOTOR CAR OF THE FUTURE.

## AUTOMOBILE RESEARCH WORK.

If the question were put to an assembly of technical authorities on motoring "What Will the Car Become?" it may confidently be assumed that they would find it very difficult to give anything like a direct answer, says "The Motor." One important fact stands out, however, namely, that the technical development of the car is becoming more and more dominated by economic and commercial considerations.

Changes in design for the sake of change are not favoured in these days of large-scale production at the lowest cost; that is, so far as the popular types of car

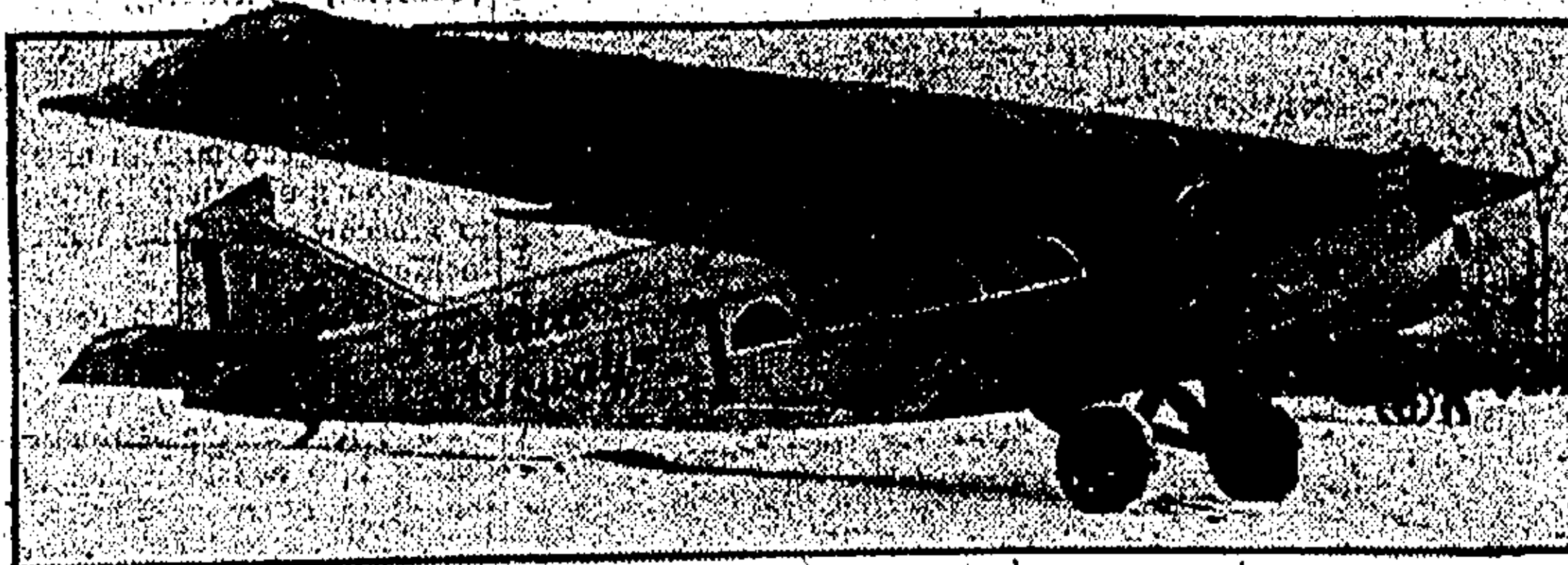
York World \$10,000 prize for the flight from Albany to Manhattan in 1910 (150 miles in 152 minutes) and many other trophies in America and abroad.

His was the first amphibious plane which went from land to water and from water back to land in 1911. The multimotor aeroplane, was his invention, beginning with the America in 1914 and culminating with the "NC 4" in 1919, the first craft to make a trans-oceanic flight, going from Rockaway Island to Plymouth, England.

In 1916 Mr. Curtiss organized the Curtiss Aeroplane & Motor corporation, also the Curtiss Engineering Corps at Garden City, L. I. During the war he filled large orders for aircraft motors and equipment, using 140 different models, for the United States and other governments. He also assisted the United States Navy officials in the design and construction of others of the famous NC ships.

He was one of the first to foresee the possibilities for the State of Florida and for the past several years has been very active in his tremendous development of the southern part of that State.

## FORD'S AIRPLANES TO SERVE FLORIDA.



Four all-metal Stout monoplanes, built by Henry Ford, left Detroit in zero weather for Florida, where they will inaugurate commercial passenger and freight service between various resort cities.

are concerned. There is a multitude of entirely new designs that could be suggested, but it cannot seriously be contended that any of them would be commercial propositions. Yet, having by a process of evolution reached its present position, the further development of the car opens up many possibilities. It cannot, for example, be contended that finally has been reached in the type of engine used to-day, which converts only some 25 per cent. of the energy of the fuel into useful work. Even that small amount does not necessarily reach the road wheels.

It is this low efficiency of the prime mover of the present-day car that should prove the incentive to research work, the practical result of which should be conducive to fuel economy. Furthermore, a considerable simplification of the transmission system by the elimination of the gearbox would quite possibly be the outcome of a new type of engine.

It has been shown to be quite practicable to produce a higher efficiency engine on the semi-Diesel principle, and one which could be run on cheaper fuels than the existing type, but only at

a considerably greater weight and bulk per horse-power. But although this is the present position, methods of weight saving have not been fully exploited; from this it may be concluded that aluminum and its alloys may be much more extensively used in the further evolution of the engine. There are no present indications which suggest that the piston type of engine is likely to be supplanted by a turbine or other rotary type of prime mover. The losses of energy, however, are too large and obvious in the existing engine reasonably to lead to the supposition that research can do nothing towards producing a new type.

## TO MAKE MOTORING SAFE.

Officials of the American Automobile Association say that lack of proper understanding of cars and their operation is the fundamental reason for the slow progress of the safety problem. The association is about to start a campaign to encourage safer motoring.

## SUFFOCATED IN A GARAGE.

## TESTING ENGINE WITH DOORS CLOSED.

Mr. George Howarth, 30, of Steadman-terrace, Bradford, went with two friends, Mr. George Longbottom, of Steadman-terrace, and Mr. William Smith, of Curzon-road, to his garage recently to overhaul his motor-car. His friends left him about one o'clock, but on reaching home they became so faint that they could not return.

Smith's father went to the garage to tell Howarth.

Mr. Smith found the garage door fastened, and failing to get any reply to his knocking, although the engine was running, he broke open the door. He found Howarth dead leaning over the engine with his head fast between the shaft and the exhaust pipe. Howarth's face had been burnt by the exhaust pipe, and the back of his head had been torn away by the shaft.

Howarth had been working with the garage door closed, and it is surmised that the fumes, which had affected Smith and Longbottom, eventually overcame him so that he fell forward.

## BEAUTY—COMFORT

## THE IMPROVED

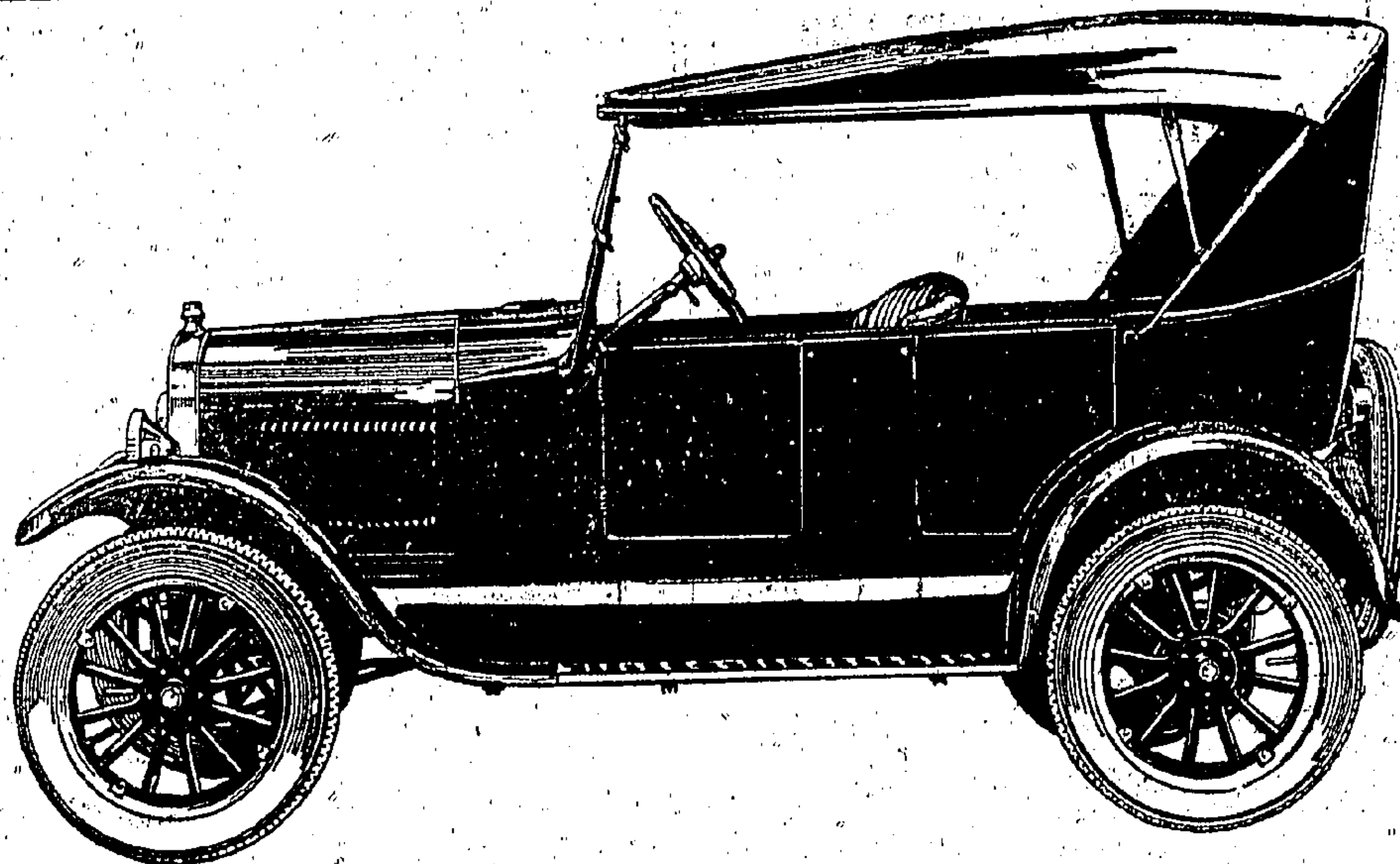
**Ford**

## THE TOURING CAR

With Demountable rims, delivered in Kowloon H.K. \$965

With self-starter and demountable rims H.K. \$1090

Balloon tyres H.K. \$50 extra.



## New grace of line new riding comfort

Be the judge, yourself, of the beauty, comfort and convenience of the Ford car.

Note the low, graceful lines; the increased roominess inside, the comfortable deep-cushioned seats, the closed car bodies in colour and the many new features.

Now, as always, economy and reliability are features of Ford performance which recommend these cars to everyone. Yet Ford ownership

to-day carries with it the pride that you naturally take in a highly attractive car.

Never before has any car enjoyed such instantaneous and overwhelming popularity. Ford production is being taxed to meet the steadily mounting demand.

See these latest Ford cars yourself—ride in them—and place your order now. Remember, that despite the many improvements, the new features and increased beauty, prices remain the lowest ever offered.

THE IMPROVED FORDS ARE NOW ON DISPLAY AT THE SHOW ROOMS OF

**ANDREW HARPER**

Chatham Road, Hunghom, Kowloon: 6, Queen's Road Central, Hongkong.

Telephones:— C. 4895 and K. 1216.

**Ford Motor Company**  
Detroit, U. S. A.

## CONVENIENCE—UTILITY



## THE "JADE" PIRACY.

## PIRATE CHIEF'S CRYPTIC REMARK.

Some hitherto unreported facts concerning the manner in which the pirates from Bias Bay seized and controlled the French steamer Jade on her last trip from Kwang Chow Wan are made available in an interview which a *Telegraph* representative had with the Captain this morning.

Captain Maternati says that the attack which resulted in the pirates obtaining control of the ship occurred at 2 p.m. on the 8th. The pirates worked together in groups of two or three, and appeared to be led by a chief whose age the Captain speculates to be somewhere about 45 years. He was dressed in the same shabby way as his subordinates, but his manner was characterised by great assurance. This was demonstrated in a remark made to Captain Maternati, when the latter, on arrival at Bias Bay, expressed his fear that there would not be sufficient draught for the vessel, the reply being:—"I have no fear on that account, Captain. You may not know it, but I have led ships in here before, and I shall know what I am doing."

The pirate chief's remark is cryptically phrased, but it is of interest when taken in conjunction with his other statements to the Captain, to the effect that he had led many other similar piracies, an average of one in each year.

The exact locality in Bias Bay into which the Jade was headed is known as Fau Lo Kong. It is a small inlet between the extreme points of which the pirate's junk passed with her rich load of bullion. Captain Maternati tells us that his junk was sighted at the entrance into Bias Bay and forced to come up alongside the Jade. There was a cargo of pigs on the junk, and the reason given by the pirates for seizing a craft belonging to their own countrymen, was that the pigs were being taken to Hongkong.

## WHEAT FOR JAPAN

## BIG AUSTRALIAN CONSIGNMENTS.

London, Feb. 11. Twenty-one thousand tons were chartered on the Baltic Exchange yesterday to carry Australian wheat to Japan. It is reported that a further forty thousand tons will be required to be delivered in Japan by April 1st, when it is understood that Japan will impose a tax on imported wheat.—*Reuter*.

## FRANC IMPROVES.

## REIMBURSING THE BANK.

Paris, Feb. 11. The franc is stronger to-day, owing to the publication of the weekly balance sheet by the Bank of France showing that the Treasury has reimbursed the Bank to the extent of 450,000,000 francs, thus enabling the reduction of the fiduciary issue by nearly 400,000,000 francs.—*Reuter*.

## WEAVERS' WAGES.

## LANCASHIRE COTTON CRISIS.

London, Feb. 11. According to the *Daily Herald*, a critical situation has arisen in the Lancashire cotton industry, owing to the refusal by employers to accept the operatives' suggestion of arbitration on a claim by the Weavers' Amalgamation for a revision of the conditions of labour. The weavers' demands include a basic wage of ten shillings per loom. Meetings of operatives are being held to discuss future action.—*Reuter*.

## TO-DAY.

Dollar on demand 2s. 4.7/16d.  
Lighting-up ..... 6.19 p.m.  
Temperature (2 p.m.) ..... 63  
Barometer ... (2 p.m.) ..... 30.17  
Humidity ... (2 p.m.) ..... 71

## RE-VISITING HONGKONG.



Above is Sir Charles Eliot, G.C.M.G., who is to-day on a brief visit to Hongkong whilst on his way home on retiring from the position of British Ambassador to Japan. He was Vice-Chancellor of the Hongkong University from 1912 to 1918.

## TOO MUCH DRINK.

## SAILOR SMASHES TRAMCAR WINDOWS.

Stating that he knew nothing about it until he was told afterwards, an Able Seaman named William Barnes of H. M. S. *Indra*, was charged at the Central Police Court this morning, before Mr. R. R. Lindsell, with breaking panes of glass on two tramcars last night.

Inspector Ogg said a tramcar was proceeding west, when, near the Naval Canteen, the defendant stopped it by waving his arms. The defendant leaned against it, and put his fist through two panes of glass. Later the same thing happened to another tramcar outside the Soldiers' Club, when he smashed three panes. Each pane was worth \$3 and, except for the damage, the company were not pressing the case.

The defendant said he had had too much to drink.

Mr. Lindsell remarked that being under the influence of liquor was no excuse for smashing glass on tramcars. It was a stupid thing to do. Defendant would be fined \$5, and would have to pay \$15 for the damage.

## GALLANT SEA RESCUE.

## BRITISH TRAWLER'S FINE WORK.

Rugby, Feb. 11. The story of another gallant rescue at sea is told to-day. At imminent peril to their own lives, the crew of the Grimsby trawler *Irene Wray* (216 tons) saved the crew of thirteen of the Norwegian steamer *Imica* (364 tons). The *Imica* left Blyth bound for Norway. She encountered a heavy gale. Everything on deck was swept away and the steamer sprang a leak. She began to sink and drifted helplessly. She was sighted by the *Irene Wray*, which immediately attempted to rescue her, though she had herself suffered severely by the gale.

Two lifeboats were lost, but the Norwegian crew got off in a third and were taken aboard with great difficulty. Soon afterwards, the *Imica* sank.

The Trawler then made for Stavanger, where she landed the Norwegians. The British seamen were enthusiastically feted.—*British Wireless*.

## WEST INDIES CRICKET.

## THE M.C.C. DRAW.

Georgetown, Feb. 11. In a match between the M.C.C. and Demerara, the result was a draw. The M.C.C. made 350 and 45 for the loss of no wickets, whilst Demerara's score was 372.—*Reuter*.

## BOXER INDEMNITY.

## CHINESE ADVISERS NOMINATED.

London, Feb. 11.

The Foreign Office announces that Dr. Hu Shih, Dr. V. K. Ting and Dr. C. C. Wang have accepted Sir Austen Chamberlain's invitation to serve on the Advisory Committee as regards the utilisation of the funds of the China indemnity. Biographical notes relating to the foregoing are appended to the announcement which says that it is a matter for congratulation that they have accepted the invitation. It is hoped that in due course they will come to Britain to attend the meetings of the full Committee.—*Reuter*.

who's who.

Dr. Hu Shih, who is a native of Anhui, is 35 years of age and was educated at Cornell University and Columbia University. He was for some years Professor of Philosophy and English at the Government University of Peking, and has been Dean of his Faculty since 1922. He is the author of some essays and has also organized and edited the weekly review called "Nu Li."

Dr. V. K. Ting, who is a native of Kiangsu, is 39 years of age, and studied at Cambridge, Glasgow and Freiburg. He graduated in 1911, and in 1913 became Director of the Geological Survey Office under the Ministry of Agriculture and Commerce. He has been its Hon. Director since 1922, being also General Manager of the Peiping Coal Mining Company. He is the author of books on Chinese mining. Dr. C. C. Wang, who is a native of Chihli, is 41 years of age, and studied at the Peking University, Yale University and the University of Illinois. On his return to China he was for a time in the Ministry of Foreign Affairs, but later became identified with Chinese railways, holding important posts on the Peking-Mukden Railway and, later, on the Peking-Hankow Railway and the Chinese Eastern Railway, of which he became the Director General. He was Technical Delegate of the Chinese Government at the 1919 Peace Conference in Paris. He has been a voluminous writer to foreign journals (mostly American) on many aspects of the Chinese problem, and is acknowledged to be one of the most gifted of the Young China party.

## SHIPPING NEWS.

## VESSELS NEAR PORT.

At noon to-day the following vessels were expected to be in wireless communication with Hongkong:  
Laisang, Talma, President Garfield, Tingsang, Hoang, President McKinley, Kashima Maru, U. S. S. Ford, Nishaya Maru, Kwangchow Gascoyne, Fushimi Maru, City of Bedford, Anholt.

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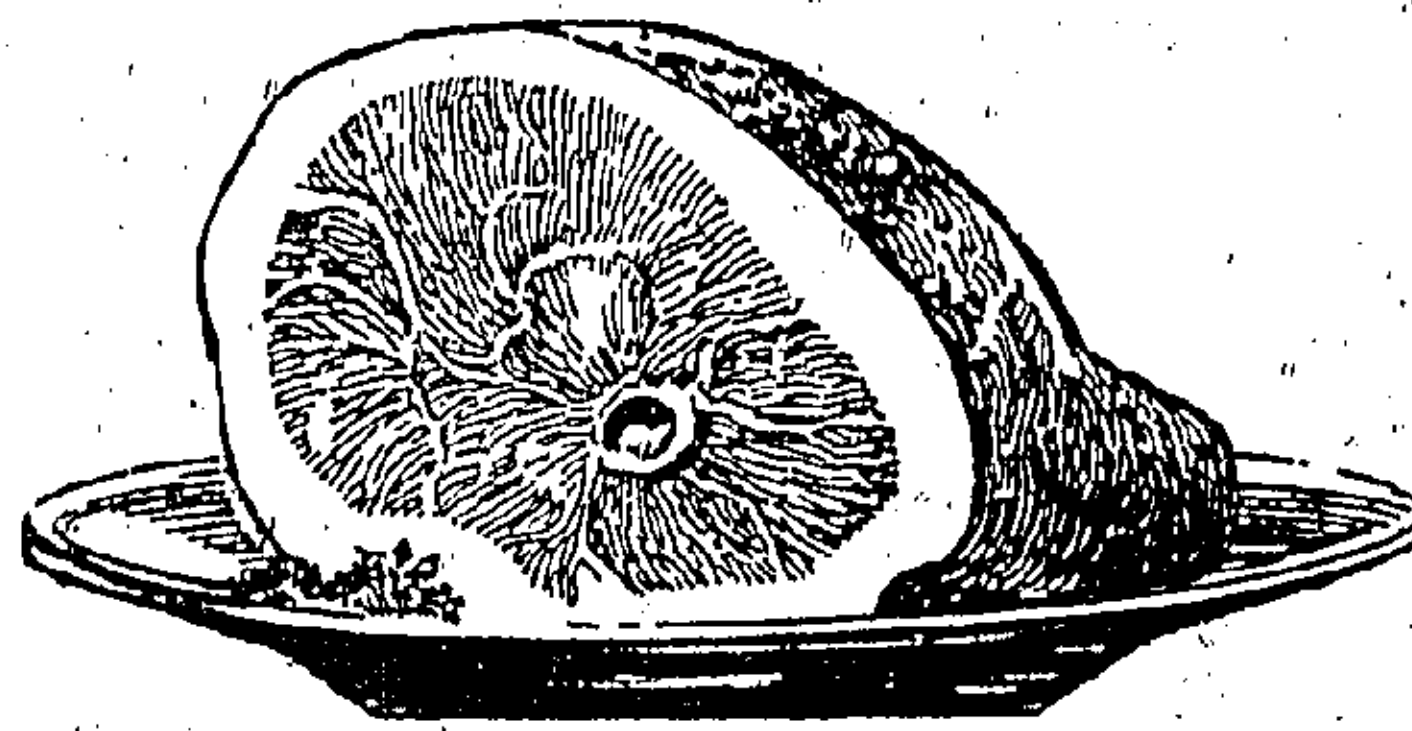
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## MAKING MEN.

By the Revd. G. R. Lindsay, M.A.

It was said of a great business man who passed away last year that he was a self-made man. This suggests an interesting question. Does a man ever wholly make himself? The phrase is usually applied to great captains of industry who have sacrificed themselves, and sometimes others, alas, to secure fortune.

"Self-made" may be true in the limited sense of making a fortune, or reputation, but no man makes himself. There are so many formative influences under which he inevitably comes, which make him what he is. His home, his education, his friendships, contribute to the sum of these influences and make him. These cannot of themselves make him, but his character is determined by the kind of response he yields to them. The most powerful influence of all is that of personality.

Take the home for instance. There are tendencies in modern life to rob us of our heritage, but in spite of all assaults on this citadel of national virility, the greatest influence on most normal lives is still in the home. We are to no small extent the product of our home. We leave our home with an attitude to God and to men very difficult to change. Where is the secret of its influence? Homes must be made in houses, and I do not underestimate the influence of a house, a palace, or a slum. Its situation and its furniture, all these have their due effect upon the inmates. But, after all, home, to most people, does not mean only bricks, mortar, and carving. Its primary interest, and therefore its chief influence, lies in personality. When a child was asked "Where is your home?" he replied "Where mother is." That child knew much of the philosophy of the home.

Take education. Who can estimate the influence of school upon a growing life? Though the buildings and equipment are important, it is the personnel that gives the school tone and spirit, the influence of which is more vital and enduring than any other. Perhaps still more in personal friendship, does the influence of personality reveal itself more powerfully. We do, indeed, need to take care under whose influence we come. History and literature are full of encouragement and warning—from Jabez and Ahab, to Tennyson and Arthur Hallam. Every day life affords illustrations enough. "Follow me," says the Master, "and I will make you."

There is no influence upon the whole life and character of a man so strong and so beneficent as the personal influence of Jesus Christ. A Christian is never a self-made man. Christ makes his friends. He expands their personality. He makes them bigger in their thoughts of God, and better men in their lives. He produces a rich, mellow character in one, and a strong, fervent character in another. Any man, who will respond to Christ's gentle touch upon his life, may know the transforming, enabling power, in his own experience.

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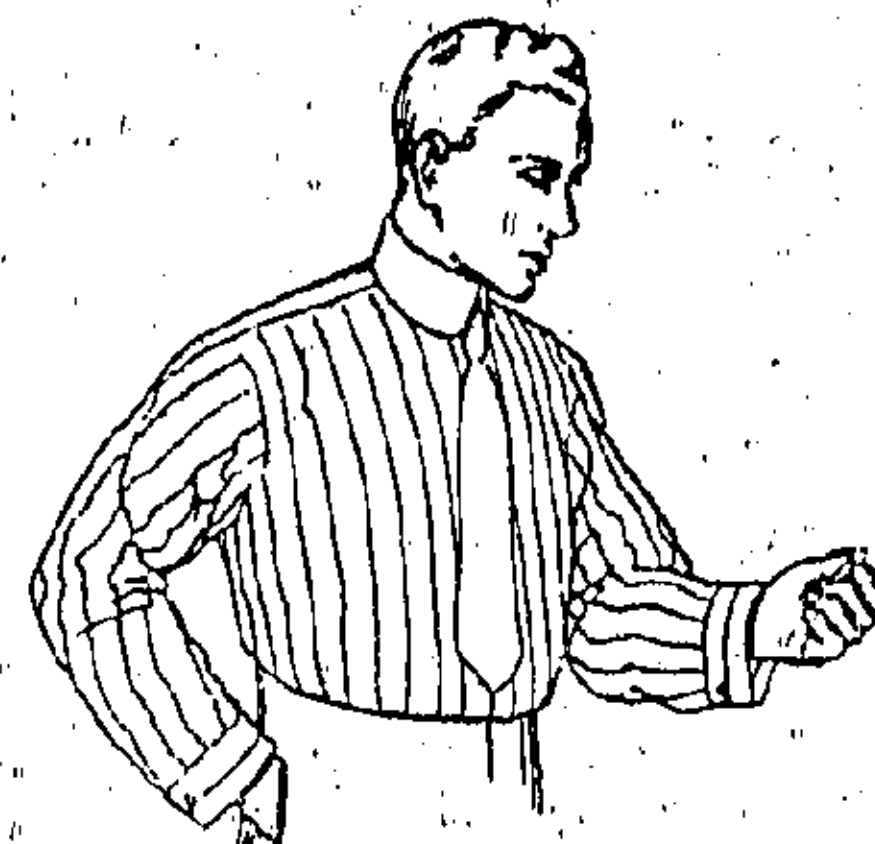
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## MINISTER TO SIAM.

London, Feb. 11. His Majesty has approved of the appointment of Mr. S. P. Waterlow, as Minister to Siam.—*Reuter*.

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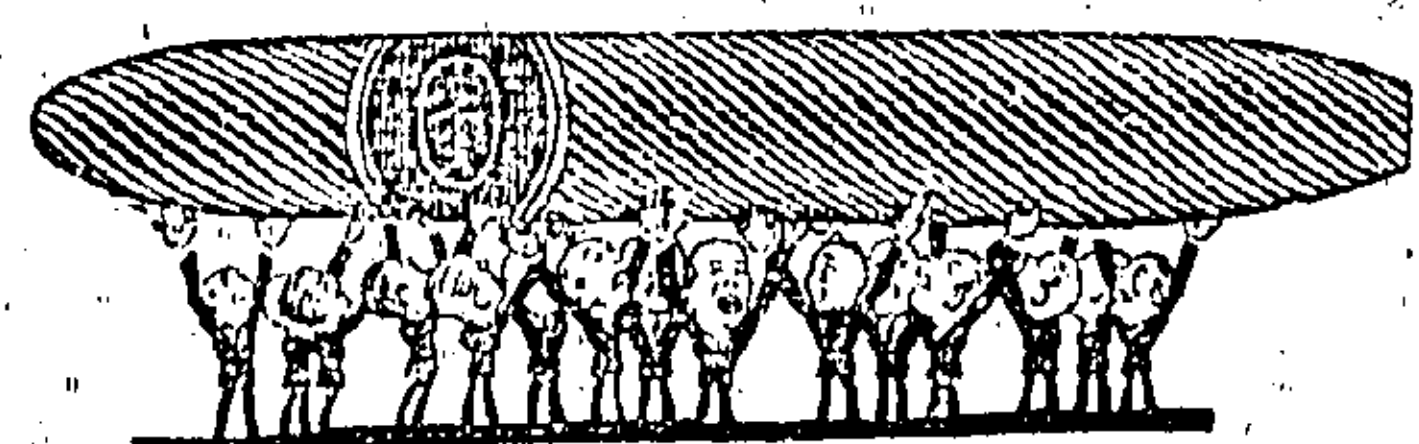
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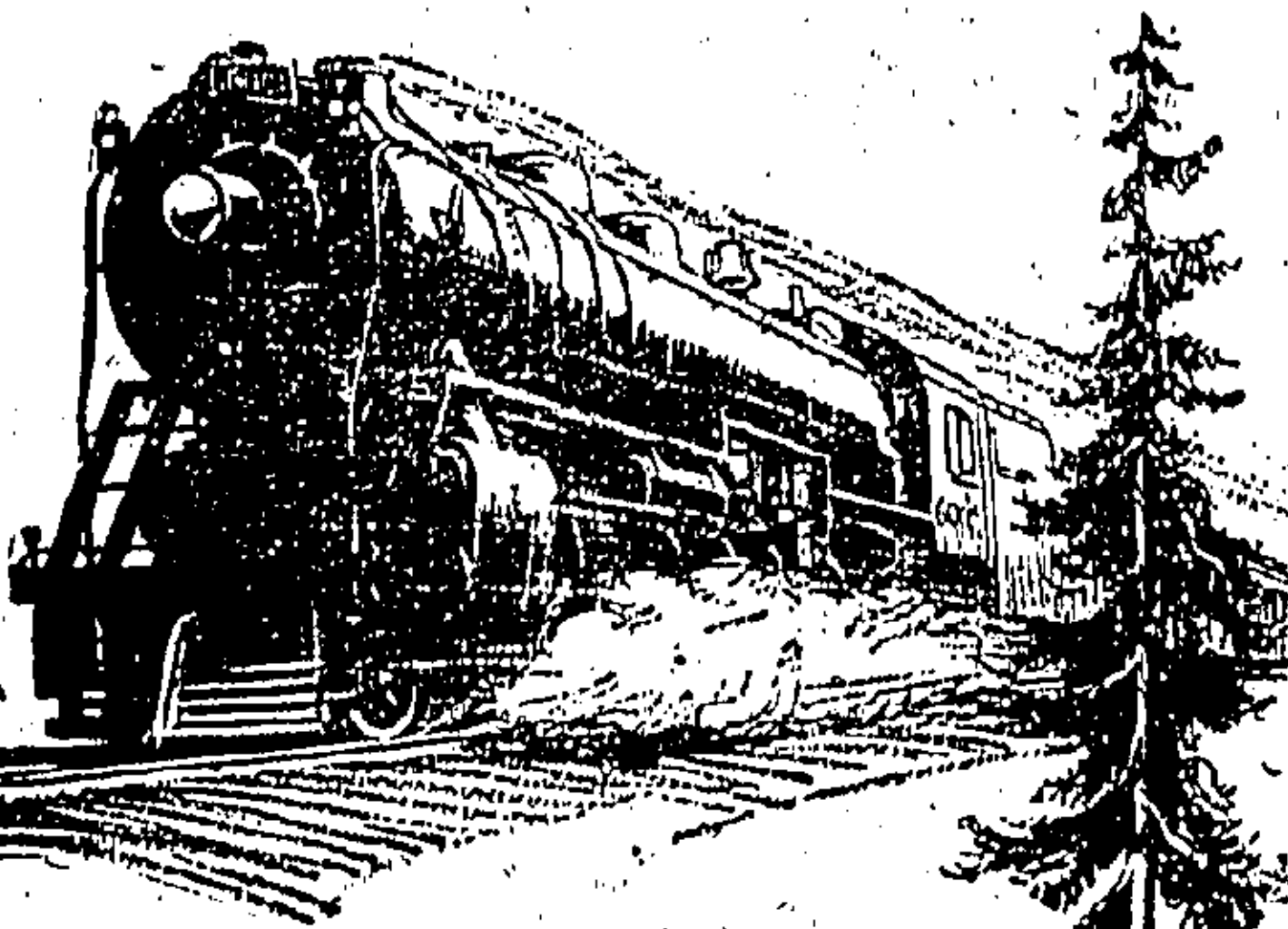
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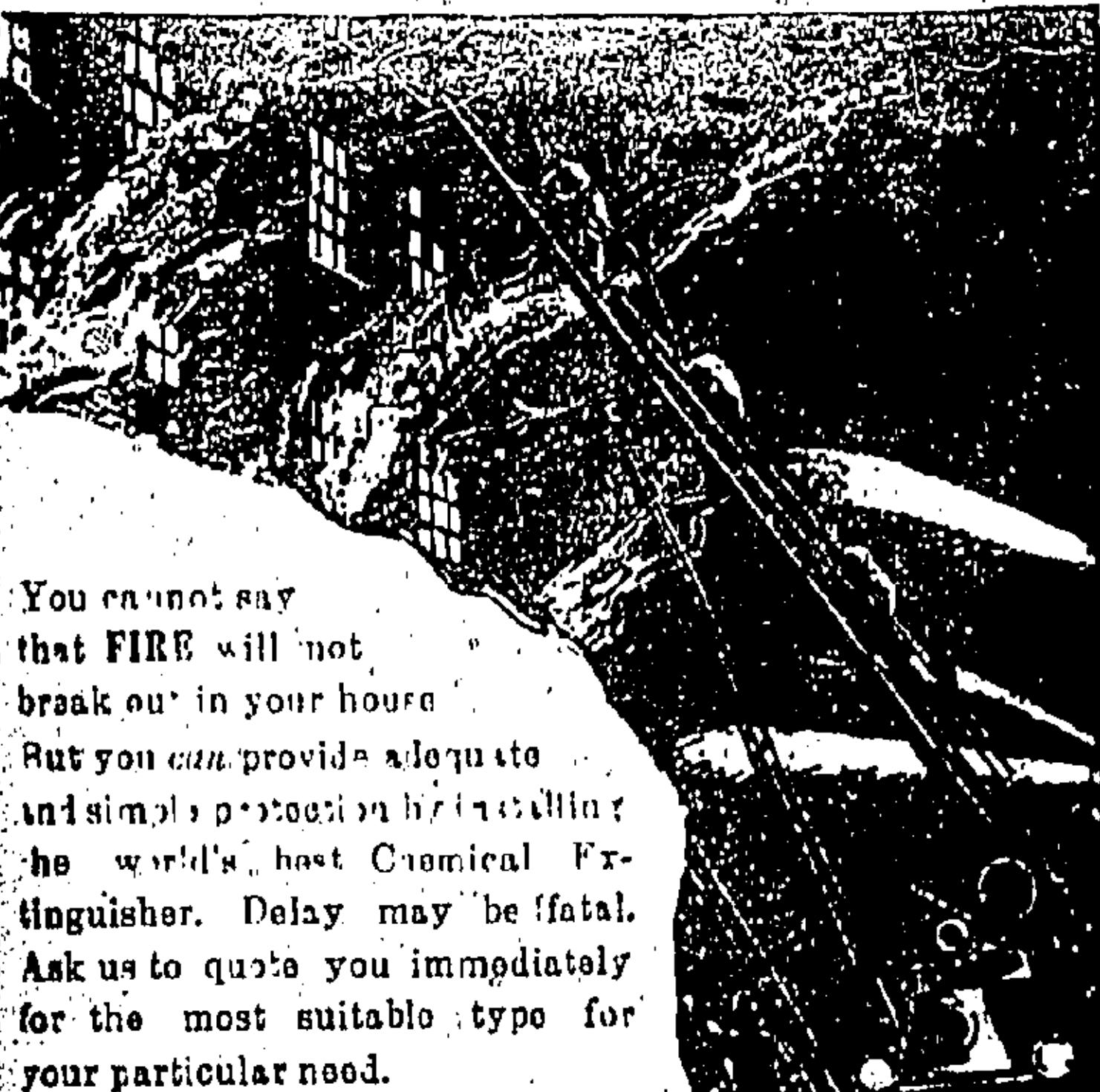
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## BRITAIN & CHINA.

### "TIMES" COMMENT.

Rugby, Feb. 11.  
The general impression conveyed by the Foreign Secretary's statement on China to the House of Commons yesterday is that a slight improvement is perceptible in the confused situation there.

Commenting on this, the *Times* expresses the view that arising out of the events of the past year, a definite British policy towards China is now again being slowly and steadily developed.

Sir A. Chamberlain sums it up in the phrase "Patience and conciliation."

For the moment no more precise definition is possible, and perhaps where so many conflicting factions are at work, where time, space, and numbers of incalculable wills play so large a part, no more explicit or detailed account of policy in China would be desirable.

The *Times* adds: "It is of course utterly preposterous to assume, as some assert, that Great Britain could ever dream of dominating or exploiting, alone or in alliance with any other nation, the great masses and broad spaces of China. No one can govern and organize China but the Chinese people themselves. During the last very difficult and embarrassing year, the British attitude has been inflexibly conciliatory to China. In every form of action in China in which Great Britain has had part—in the Tariff Conference, in regard to the Boxer indemnity and the investigation of the Shanghai incident—the legitimate demands of genuine Chinese national sentiment have been recognized to the full."

This policy the *Times* thinks is at last having an effect.—*British Wireless*.

## FRENCH POLITICS.

### M. BRIAND'S PROGRAMME ANNOUNCED.

#### Finance Compromise.

Paris, Feb. 11.  
M. Briand, conferring with the Left Senators, announced his intention to propose that the Chamber should adopt before February 15 measures yielding immediate, necessary resources, and during the discussion of these by the Senate, a vote on the ratification of the Locarno pact, electoral reform and scheme of financial relief.

Regarding bearer securities, M. Doumer has drafted a compromise text, which he has laid before the Finance Committee.—*Havas*.

## NEW TERRITORIES FIRE.

### SMALL BLAZE AT CHEUNG SHA WAN.

A fire which caused a considerable amount of damage to furniture and goods broke out yesterday morning in a building at Cheung Sha Wan.

The affected building was one of a row of one storied houses used for dwellings and shops, and known as Tung Buildings, situated on the Lai-chikok Road.

The Kowloon Brigade was soon in attendance, and found the fire had a good hold and was burning fiercely. Those living there had been removed, but very little of the furniture or goods of the shop had been rescued. Before the efforts of the Brigade got the outbreak under control the roof had collapsed. The building was completely gutted.

## PROPERTY SALE.

### SHUMSHUIPO LOT KNOCKED DOWN FOR \$5,600.

There was a small attendance at the China Auction Rooms yesterday when property in Shumshuiipo with a four-storied house thereon was disposed of by Mr. E. V. M. R. de Sousa for \$5,600 after mild bidding.

The property disposed of consisted of Section E of New Kowloon Inland Lot No. 108 together with the buildings thereon known as No. 13 Yu Chau Street held for the term of 75 years from 1898 with an option for renewal for a further term of 24 years, having an area of 919 square feet at an annual Crown Rent of \$4.23.

Opening at \$5,000 with bids of \$100 acceptable the lot slowly went by six bids at this figure to \$5,600 and was eventually knocked down to Mr. Lo Kin of 28 Lee Yuen Street, West.

## THE RACES.

### SUCCESSFUL MEETING ANTICIPATED.

#### The Derby Entries.

The Hongkong Jockey Club's annual race meeting, which commences on Monday, March 1st, and will continue on Tuesday, Wednesday and Saturday of that week, promises to be a very successful affair. Having regard to the scarcity of money and other considerations, perhaps it is too much to hope that the meeting will be as well patronised as others of recent years, but from the point of view of the sport to be provided there appears to be no doubt that it will be as good as any yet held.

The Subscription Griffins are reported to be a very fine lot, and in this respect owners will feel that although the animals are more expensive, they are well worth the extra money paid. Several have been entered for the Derby, and one is already spoken of as likely to prove the equal to the best that will contest the blue riband of the Hongkong turf.

The entries are well up to the average, with Sir Paul Chater again heading the list. He has ten ponies in training, including Mystic Dahlia, which ran well in the Derby last year. Practically all of them, however, are new to the Happy Valley course, and one or two are believed to be well above the average.

Mr. Dynast's stable is smaller this year. He has got over the difficulty of naming his mare sub-optimally by appropriately calling her King's Favourite. That old favourite Spotted Sand will again appear, and King of Hearts and King of Plains have also been entered.

Mr. B. D. F. Beith has entered last year's sensation, Local Option, and is running Grey Morn and Blotting Paper in association with Mr. R. M. Dyer. Messrs. Dyer and Beith have two sub-griffins in Total Abstinence and Rechabite, the former having shown up particularly well in training. Mr. Beith has also ponies entered with Mr. Lemarchand.

Mr. L. Dunbar has named his ponies "Bays" and Mr. Austin "Calls," but Mr. John Peel still sticks to his "Rivers."

Most of the old ponies have been entered.

The following list shows the number of ponies entered in each race:

First Day.	
Wongneichong Stakes	31
Maiden Stakes	22
Victoria Stakes	24
Valley Stakes	34
Pochoy Cup	24
Trial Plate	22
Garrison Cup	22
Chater Cup	20
Jockey Club Stakes	32
Racing Stakes	33
Kalgan Plate	20
Second Day.	
Causeway Bay Stakes	30
Exchange Plate	38
Hongkong Derby	27
Subscription Griffins Challenge Cup	36
Jockey Cup	27
Great Southern Stakes	37
Lusitano Cup	32
Challenge Cup	23
Royal Navy Cup	30
Gymkhana Stakes	32
Third Day.	
Grand Stand Stakes	35
Hongkong Stakes	32
Governors' Cup	37
Landes' Turf	38
American Cup	37
Tranction Stakes	34
United Services Cup	38
Consolation Stakes	36
Ni Desperandum Stakes	39

#### The Hongkong Derby.

A Sweepstakes of \$20 each with \$2,000 added. For China Ponies, bona fide Griffins of this Meeting. First Pony to receive 70 per cent. Second 20 per cent. Third 10 per cent. of the total amount. Weight for inches as per scale. Ponies to be ridden by Jockeys who have won at least 5 Official flat races in Hongkong or China, or Jockeys approved by the Stewards. One Mile and a Half.

Mr. Aitch Aitch, g., Folly, 13.0 hds. 152 lb.  
Mr. R. M. Austin, ch., Brigade Call, 13.2 hds. 158 lb.  
Mr. E. M. Austin, b., Home Call, 13.2 hds. 158 lb.  
Mrs. G. L. Bagrum, l.-ch., Sunburst Rose, 13.0 hds. 152 lb.  
Messrs. Beith and Lemarchand, r., Grey Steel, 13.2 hds. 158 lb.  
Messrs. Beith and Lemarchand, b., Fireworks, 13.1 hds. 155 lb.  
Mr. A. H. Carroll, g., Elm Leaf, 13.2 hds. 158 lb.  
Mr. L. Dunbar, g., Bay of Bellingham, 13.2 hds. 158 lb.  
Messrs. Dunbar and Stanton, ch., Boston, 13.2 hds. 158 lb.  
Messrs. Dunbar and Stanton, b., Tacoma, 13.2 hds. 158 lb.  
Messrs. Dunbar and Stanton, l.-ch., San Diego, 13.2 hds. 158 lb.  
Messrs. Dyer and Beith, b.-d., Total Abstinence, 13.2 hds. 158 lb.  
Messrs. Dyer and Beith, g., Rechabite, 13.0 hds. 152 lb.

## LOVE ROMANCES TO CRIME.

### AUTHORESS ADOPTS FORGERY AS "SIDE-LINE."

A fashionably-dressed woman of 25, with blue eyes, bobbed hair, and piquant face, was sentenced to six months' hard labour as a forger at the Old Bailey recently. Margaret Straughan was the name in which she was charged, but that is only one of her many aliases. There is a mystery about the girl's identity which was not revealed in court.

She is a girl of many accomplishments who was educated at a fashionable school, and has literary talent above the ordinary. She has written love stories which have been published, and at the time of her arrest she had begun work upon a book.

Her father is understood to hold an important and responsible post but her family name was not divulged in court.

She pleaded guilty to the three charges of forgery and fraud on the indictment, and admitted two other offences—all connected with the forging of cheques.

A girl forger is something of a curiosity among criminals, and Margaret Straughan is looked upon by the police as unique.

In about a week she got some \$300 in cash and kind from business firms who were deceived by her elegance and self-assurance. She obtained expensive luxuries with forged cheques, and it was only smart work by Detective Sergeant Nunn, of Notting Hill, that led to her capture.

Sergeant Nunn found the impression of a worthless cheque on some blotting paper in a District Messengers' office in Piccadilly. When caught she at once admitted her guilt, and talked lightly about her crimes.

"Do you know," she said, with a laugh, "I have been such a silly ass! I stole a motor-car the other day. Yes, I really did!"

It was then discovered that one of her frauds had been to obtain a six-cylinder motor-car by a forged cheque for £200. Next day she sold the car for £125.

In the same way she obtained expensive clothes from fashionable West-end firms, and she had also run up a formidable pile of debts. It is believed that she ran through her money betting on the Turf.

Her record, read in court by Sergeant Nunn, showed that she had left school at 19, and had held a number of clerical and secretarial posts, one in a munition factory in Scotland, where one of her relatives was in charge.

Her only previous conviction was at the Old Bailey last year, when she was sentenced to four months in the second division for forging dividend warrants.

When the judge told her she must go to prison she bowed politely.

## POLAND AND FRANCE.

### LOCARNO AGREEMENT APPROVED.

#### British Interest.

Warsaw, Feb. 11.

The Cabinet has approved of the Bill ratifying the two Franco-Polish treaties related to the Locarno agreements.—*Reuter*.

Rugby, Feb. 11.

The British Foreign Secretary is in communication with the other signatories of the Treaty of Locarno with a view to fixing an early date for the deposit of ratifications with the League of Nations.—*British Wireless*.

Mr. Dynast, b., King of Troy, 13.2 hds. 158 lb.  
Mr. Dynast, ch., King of England, 13.1 hds. 155 lb.  
Mrs. R. J. Paterson, skw., Dobble, 13.2 hds. 158 lb.  
Sir Paul, ch., Glorious Dahlia, 13.2 hds. 158 lb.  
Sir Paul, b., Sunbeam Dahlia, 13.2 hds. 158 lb.  
Sir Paul, b., Stalwart Dahlia, 13.2 hds. 158 lb.  
Sir Paul, b., Fantastic Dahlia, 13.2 hds. 158 lb.  
Mr. Rode, ch., Lady Love, 13.1 hds. 155 lb.  
Mr. Rode, ch., Prince Charming, 13.1 hds. 155 lb.  
Mr. J. H. Taggart, ch., Craigavon, 13.2 hds. 158 lb.  
Mr. J. H. Taggart, d., Cultra, 13.1 hds. 155 lb.  
Mrs. J. H. Taggart, ch., Donaghadee, 13.2 hds. 158 lb.  
Messrs. Taggart and Priestley, ch., Sney's Sun, 13.2 hds. 158 lb.  
Messrs. Taggart and Priestley, b., Pretty Polly, 13.2 hds. 158 lb.



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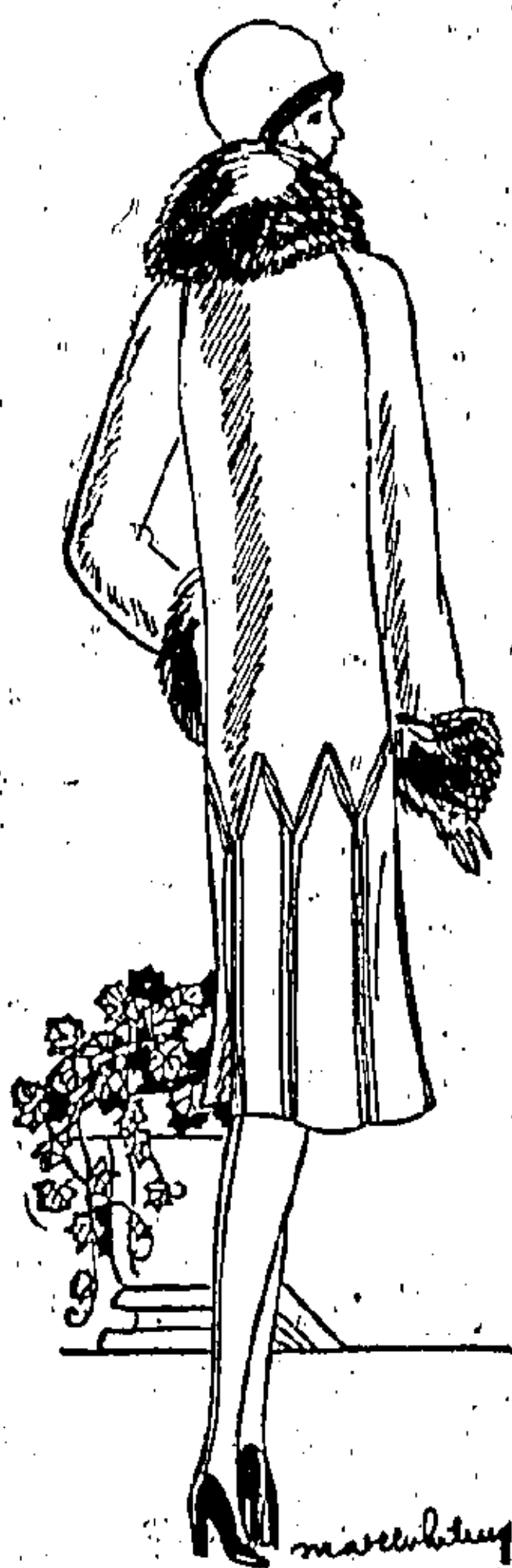
FRUIT



A star and three beauties from the ensemble of New York musical shows; above, left, Beatrice Little (Lady Peel), featured comedienne in *Charlot's Revue*; right, Marion Williams in *"Dearest Enemy"*; lower left, Grace Condee, coming in *"Mayflowers"*; lower right, Agnes O'Laughlin in the Earl Carroll Vanities.

A fashion expert, writing in a Home paper says:—At a recent dress show several Riviera models were shown, and what struck me most about them was that not one showed the jumper suit outline! It also a little dismayed me as I've just bought two jumper suits, and am so cosy and happy in them that I want the fashion to last for ever. We must expect some sort of new design in the spring, but I don't think we can hope that it will be more attractive than last season's; the pleated skirt and matching jumper, and long coat covering them both, looked smart and becoming on almost everybody.

## A SMART COAT.



A subtle flare that suggests slowness is given this winter coat by inserts that make a pointed line for back and sides. The back is quite flat but widens at each side and flattens again in front. Stone blue needlepoint is the material used, combined with cross for collar and cuffs.

## THE TRIUMPH OF THE "TWO-PIECE."

As far as I could see, the Riviera frocks for daytime and general wear are to be two-piece designs; but a new kind of two-piece. Over a plain, or only slightly flared, underslip, is worn a sort of coat-frock, with long plain sleeves. It is fastened at the waist in front, showing the underslip above and below. This idea is carried out in various colours and materials, but always the underslip is of either a different colour or a different material from the coat part.

## OUR AFTERNOON WARDROBE.

An regards frocks for afternoon and evening, there is a much wider choice. The piece of resistance of this particular show was a white evening frock embroidered with a million pearls! I don't know who audited-and-found-correct this particular claim, but from the beautiful sheen and lustre of the frock I could quite believe in it. What was even more intriguing was the whole effect when it was worn with a black velvet coat, lined with white, and embroidered with more pearls from the cuffs to the elbows of the large loose sleeves.

## SEA-SHELL EMBROIDERY.

But that wasn't nearly all. There was a mist-blue teagown, embroidered in seashells and pale silks—a really poetic affair, with a long chiffon train from the shoulders. This blue—poriwinkle or hydrangea, or whatever it is called—was seen in several frocks. One of georgette had brightly-coloured applique trimming on its panels, one of chiffon was trimmed in silver lace. I noticed less use of plain gold and silver materials, by the way, and more metal lace and embroidery. Sometimes an embroidered motif holds together some of the plants in a pleated skirt. This is a new idea and very effective. Metal lace, shaded in many rainbow colours, formed a whole princess evening frock with a moderate flare.

## AN ATTRACTIVE TRIMMING.

A new idea in trimming was shown on a black satin frock, which had a side panel and one side of its bodice outlined in large single pearls, about an inch apart. Another was a "flower" trimming—masses of tiny pink velvet flowers with beads in their

## HATS FOR THE OLDER WOMAN.

Hats for matrons' wear are receiving really serious attention this season, and without being fussy, are showing a note of fantasy and picturesqueness. Satin and velvet felts have a much more sympathetic outline than a severe felt, and, added to this, there are individual shapes which follow no direct mode, but are invariably "chic." Many are soft, almost shapeless berets. These are lovely models in shaded velvet. Others are on small finny adorned with plumes, placed to give dignity before smartness. Then there is the tiny hat. Turbans are to be seen, and these are luxuriantly adorned with heavily embroidered and jewel-encrusted crowns, with just something by way of a quaint matching ornament to break the conventional line.

Stitched velvet and taffetas are also good models for the older woman, since they are definitely made on wide brim lines, adorned with floppy self bows.

Gauged velvet hats are also to be seen, and as a trimming softly falling lanceol plumes is being revived. This winter no woman can have any excuse for being badly hatted.

## THE STONE OF THE MOMENT.

Pearls aren't worn so much, except the single-pearl earrings. Diamonds are the stone of the moment, and those of us who can't aspire to real diamonds can generally rise to a little really good paste. But it must be really good: the day of frankly-imitation jewellery is over, and less jewellery of any kind is worn than, say, a year ago. In the daytime a hat ornament, small earrings and not more than two rings are all you will see a well-dressed woman wearing, for with daytime high collars our necklaces have been crowded out of the picture. In the evening she might wear more elaborate earrings and a necklace of some kind, and as many jewelled bangles as she possesses, but she still would not overload her fingers with rings. The French fashion of wearing a little finger ring of a large single stone still persists. That, and one ring on the other hand, are as many as can successfully be worn at one time.

centres, bordered a frock of pink georgette. One model was in black, trimmed only with red and black fringe—we haven't by any means seen the last of fringes, apparently. A new colour combination which appeared several times and is reported to have a success this spring, was fawn and sapphire.



Notice this pretty little necklace worn by Louise Parsons! It makes a most attractive finish for the throat. Once it belonged to the Czarina of Russia, and graced many a court function in the days before the revolution. Now it is in a collection of jewelry exposition in Boston. It's valued at \$50,000.

## THIS WEEK'S RECIPE.

## FIG CREAM.

Required: 1 lb. dried figs, 1 lemon, 1 gill of cream, 2 oz. sugar, 1 pint water, the whites of 2 eggs, 3 oz. gelatine, vanilla essence.

Wash the figs and chop them coarsely, removing any hard stalks. Put them into a pan with the thinly peeled rind of the lemon, water, and sugar. Simmer gently until the figs are soft. Remove the lemon rind and add the strained lemon juice, also the gelatine—dissolved in about 1 gill of water. When cold, put the mixture into a wetted border mould, and leave in a cold place until set. When set, turn it out on to a glass dish. Whip the cream, then whip the whites of the eggs to a stiff meringue, and stir both lightly together. Sweeten to taste, and flavour with vanilla. Pile this in the centre of the figs, and decorate with angelica and glace cherries.

An extremely rich evening gown for a matron is made of black satin heavily and almost solidly embroidered in autumn leaf colours.

Leather motifs in very conventional designs are applied on the new serge and satin frocks as well as on the cloth coats and suits.

## ARE YOU CULTIVATING A DOUBLE CHIN?

A double chin is not always thrust on a woman. Sometimes, she cultivates this very disfiguring feature. Prevention is better than cure in most things and in nothing more than in beauty culture. Don't allow a double chin to make an appearance. It won't if you take care to keep the head well up when reading, working, etc.

Don't bend over the book when reading. To do so is not only bad for the line of your chin but it is not good for the sight. Keep the head level and hold the book up in such a position that the print can be read without any strain on the eyes. If you read a lot and are too lazy to hold the book while reading, there are book rests that can be bought quite cheaply, which will save you the trouble and will protect you from the chance of developing a double chin.

Should you, however, have developed a second chin already there is no reason to despair. Exercises and the use of a good astringent lotion will, if persevered with eventually, restore the line of the chin and throat, but perseverance is needed if a complete cure is to be effected.

Neck turning exercises are best for the purpose. Stand erect, clench the teeth, then turn the head towards the right looking over the right shoulder, then, still clenching teeth, turn towards the left, looking over the left shoulder. The turning movement should be done very slowly and the chin tilted slightly upwards as the head nears the shoulder.

Another exercise which will help on the good work consists of clenching the teeth and dropping the chin toward the chest. Then, with a quick jerking movement, toss the head backward. Each exercise should be practised from ten to twenty times every morning and evening.

## THE NEW SCARVES.

After a dazzling collection of scarves of all sorts and descriptions, it is amusing to see the wide old-fashioned design in a woollen material returning to favour. These are modern enough to follow the ensemble mode, and are found with a suit of jersey cloth of kasha.

They show no inclination for heavy embroideries. Shaded kasha is much to the fore, and for really smart occasions it is adorned with graduated bands of contrasting leather and a wide-fringed hem. Leather fringes, by the way, are the smartest touch on these accessories, a frivolous note being supplied by a couple of camellias fastening the ends.

A practical design shown by a model house is a shawl scarf and rug in one. Made of the softest kasha it doubles or opens as the occasion demands.

## SOME PRETTY AMERICAN ARTISTS.



New York debutantes who will exploit the new Americana silk prints in the American Sports number of a benefit review are shown rehearsing here. The girls and the names of the prints they are wearing are, left to right: Betty Drummond, "Miss Statistia"; Marjorie Jarvis, "Miss Moon and Sixpence"; Nancy Grove, "Clouds"; Elizabeth Otis, "Miss Hollyhock"; Betty Kendall, "Miss Tango Weed"; Eugene Woodruff, "Miss Manhattan"; Lillian Tonpui, "Miss Inca."



Stella De Mette, operatic star, has sung the leading role in *"Carmen,"* in London, Paris, New York, Mexico, Germany, Italy, Spain, Russia, Boston, Philadelphia and San Francisco. She begins her season this month with the San Carlo Opera Co.

## DECORATIVE BOWLS.

The bowl takes a very prominent part in the scheme of modern decoration. For the most part it achieves a maximum of effect with a minimum of expenditure—time as well as money—because the bowl is a decoration in itself.

In choosing a bowl it is essential that it should be as shallow as possible, otherwise the effect is apt to be lost. It should be in plain colour. The artistic bowl rarely needs more than three or four blooms.

As a centre-piece they are usually arranged in a china holder such as a tree trunk, but more novel effects are arranged towards the edge of the bowl. For such a purpose there is a special bowl which carries little flower holders around its edge. Or another, on which the holders are external, the flower stems pushing through little holes into the bowl. With this in use, the effect achieved is rather that of careless profusion.

All kinds of tropical birds and insects are made in pottery, and humble ducklings are appropriate if it is intended to produce an effect that is typically English. Beautifully and realistically made are the dragonflies and butterflies of gauze, almost invisibly mounted, which rest so lightly upon a flower that a tiny breeze sets them swaying.

The value of black in artistic effects is always inestimable and many of the beautiful bowls are black outside and a contrasting hue within, which note of colour may be picked up again by the decorative bird or insect.

## TO-DAY'S BEAUTY NOTE.

You have heard probably of the new methods of bleaching and clearing the skin by means of clay and masks. Do you know that the same treatment can be carried out at home with sour milk? When the milk becomes like junket, hang it to drain in a muslin bag. When it is of the consistency of cream cheese, apply it all over the face, working it well into the skin. Leave this on for about half an hour, and repeat the treatment twice a week. You will find it tones up the skin wonderfully, leaving it very fair and smooth.

## I KNOW—

That to polish a piano that seems greasy it should first be washed with vinegar and water, wiped dry, then polished with a good furniture cream.

That for a stained marble washstand it is an excellent thing to rub it with lemon juice and salt.

That if equal parts of olive oil and vinegar are used for cleaning linoleum it will last much longer than if washed in the ordinary way.

That stains on piano keys will vanish if rubbed with a mixture of whiting and methylated spirit.

That boiled linseed oil well rubbed into oak bedsteads gives them a beautiful polish.

That if tortoiseshell is badly scratched, powdered pumice stone may be used to improve the surface. Afterwards rub, using a face.

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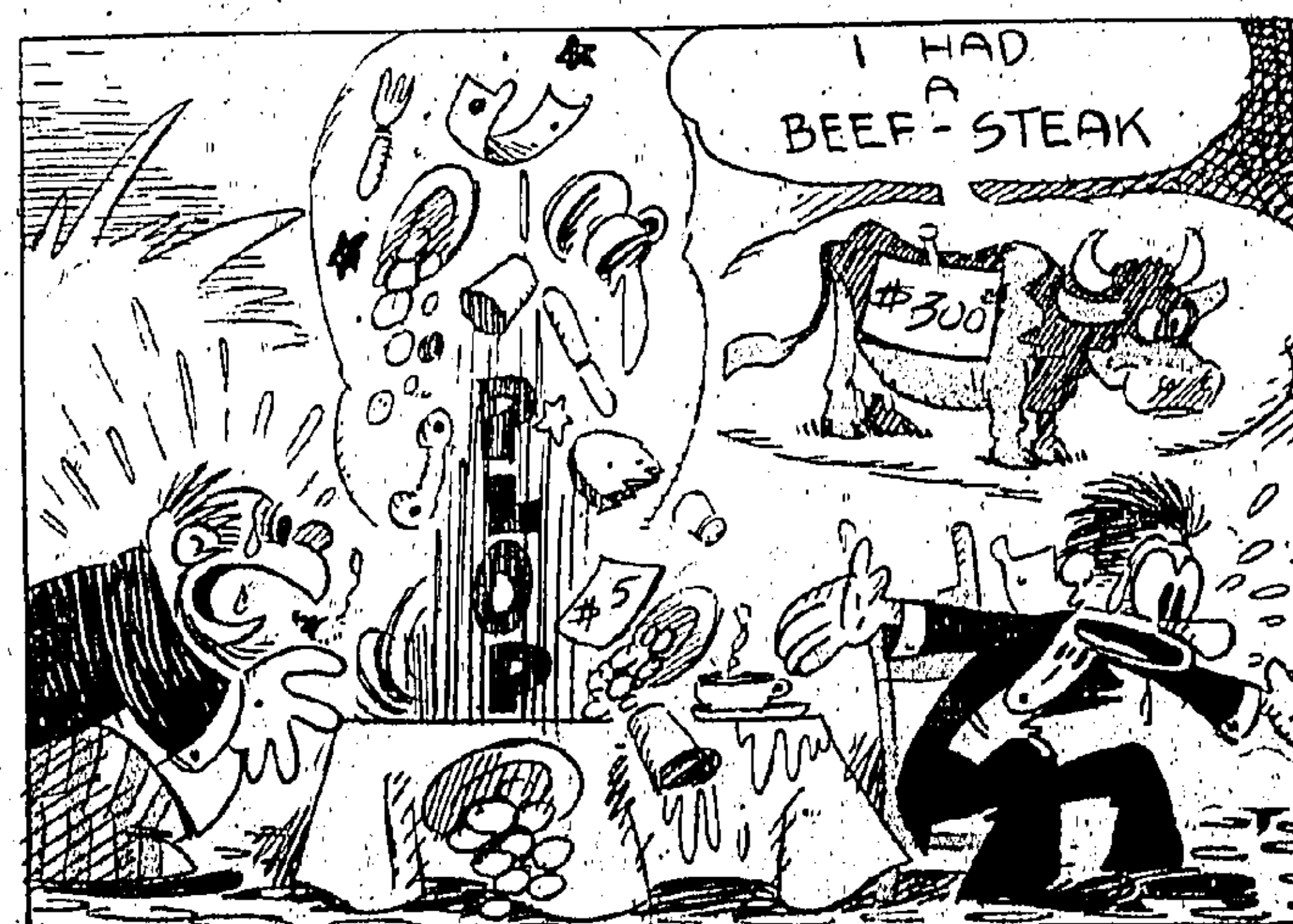
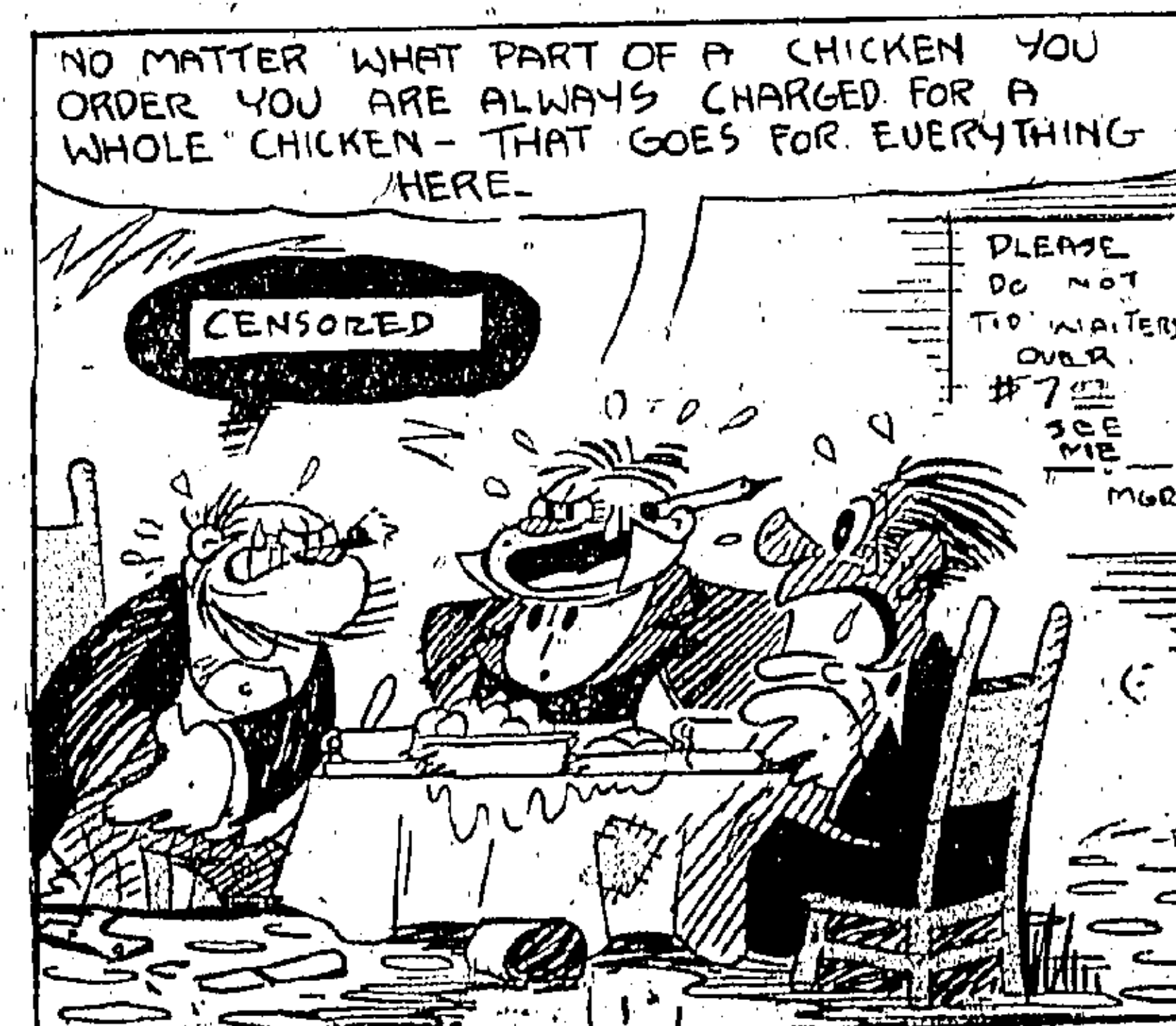
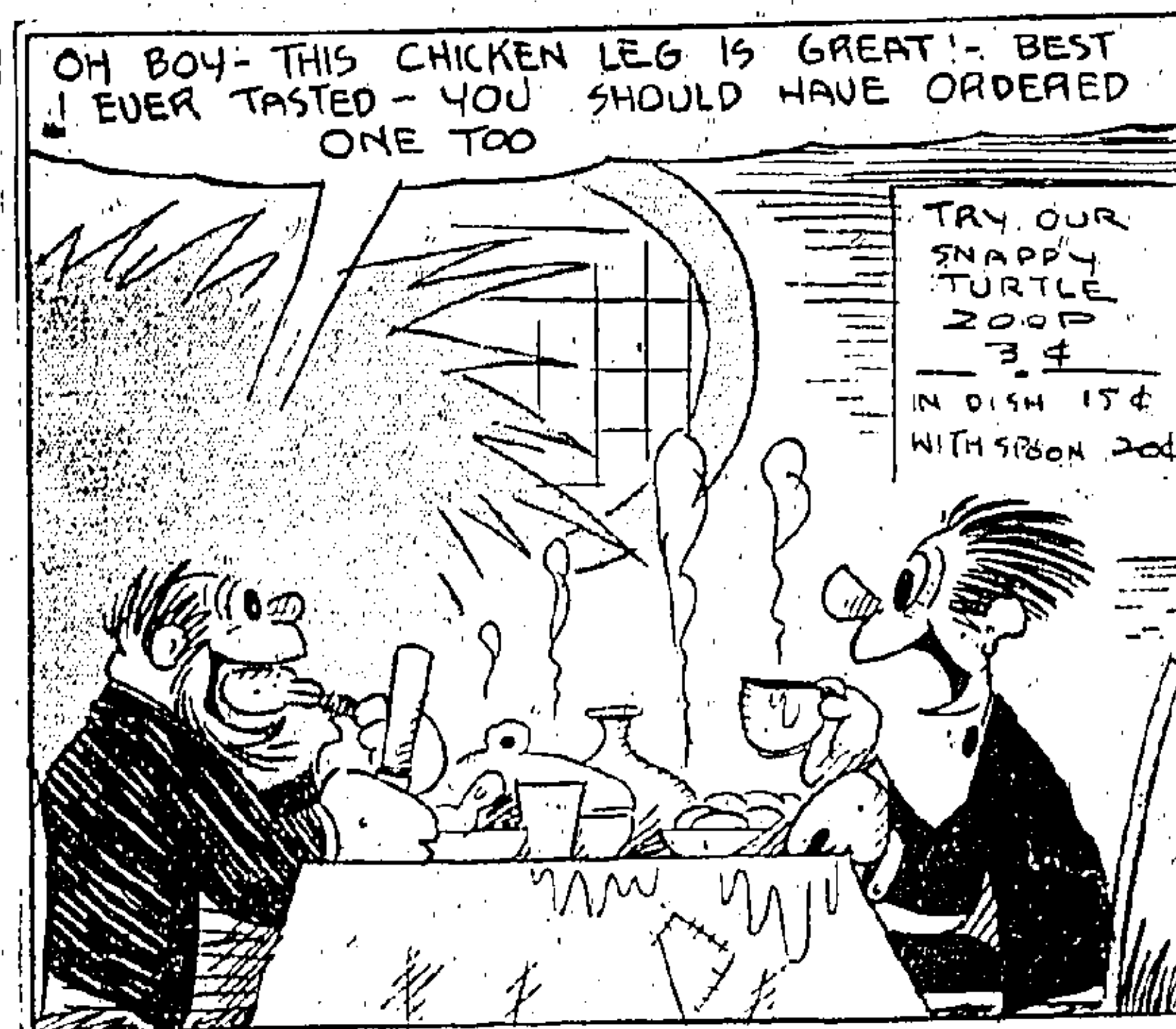
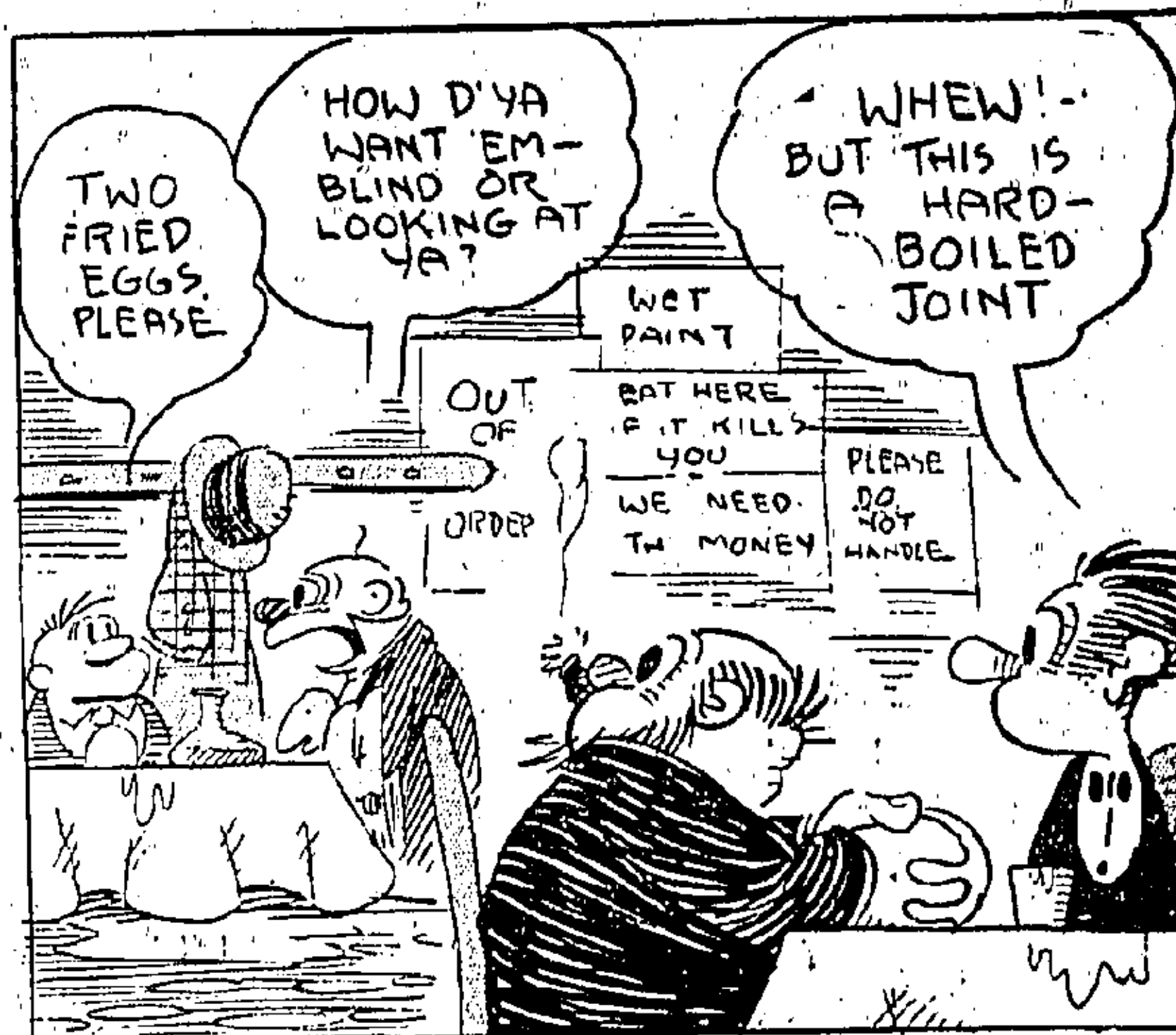
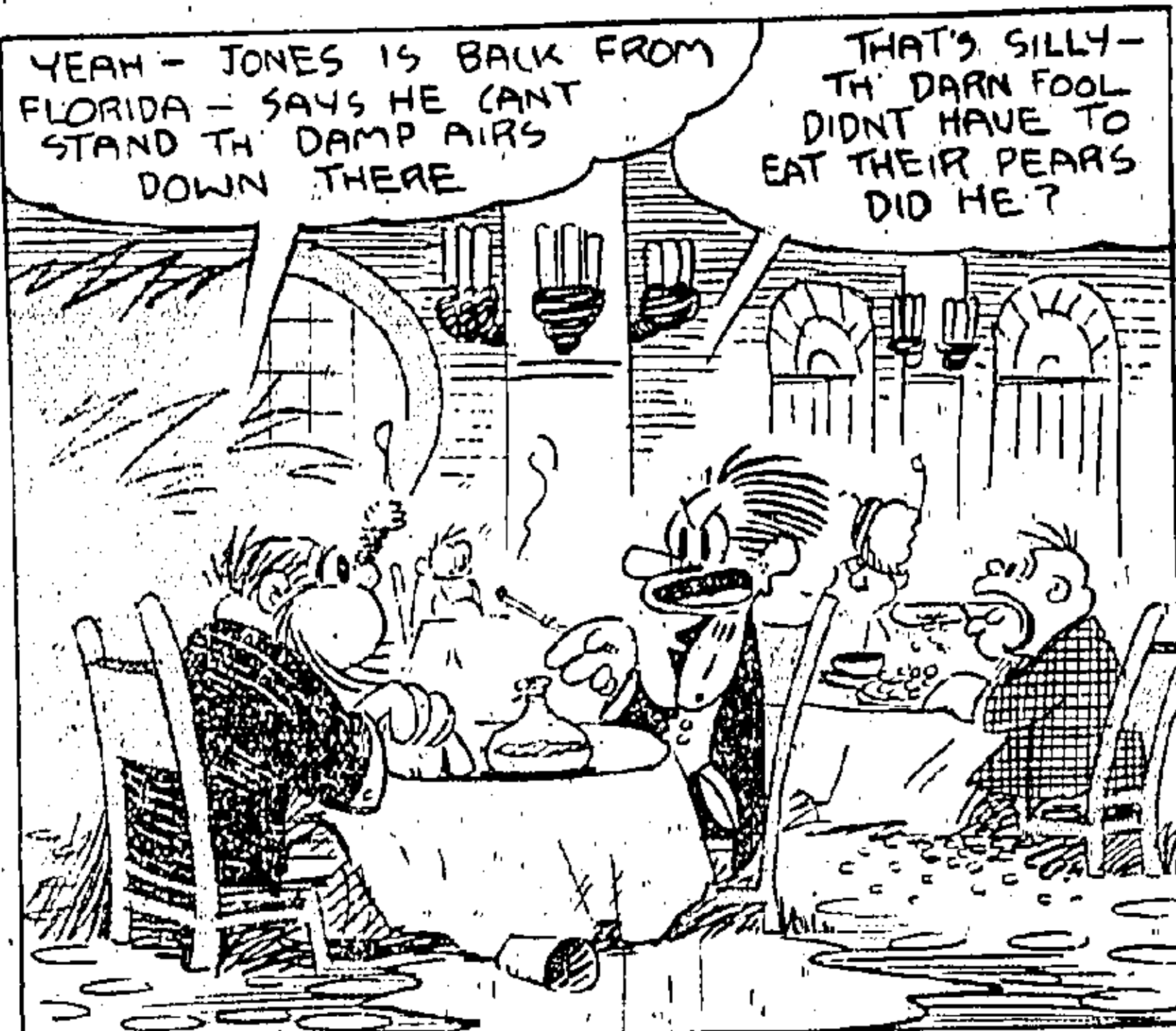
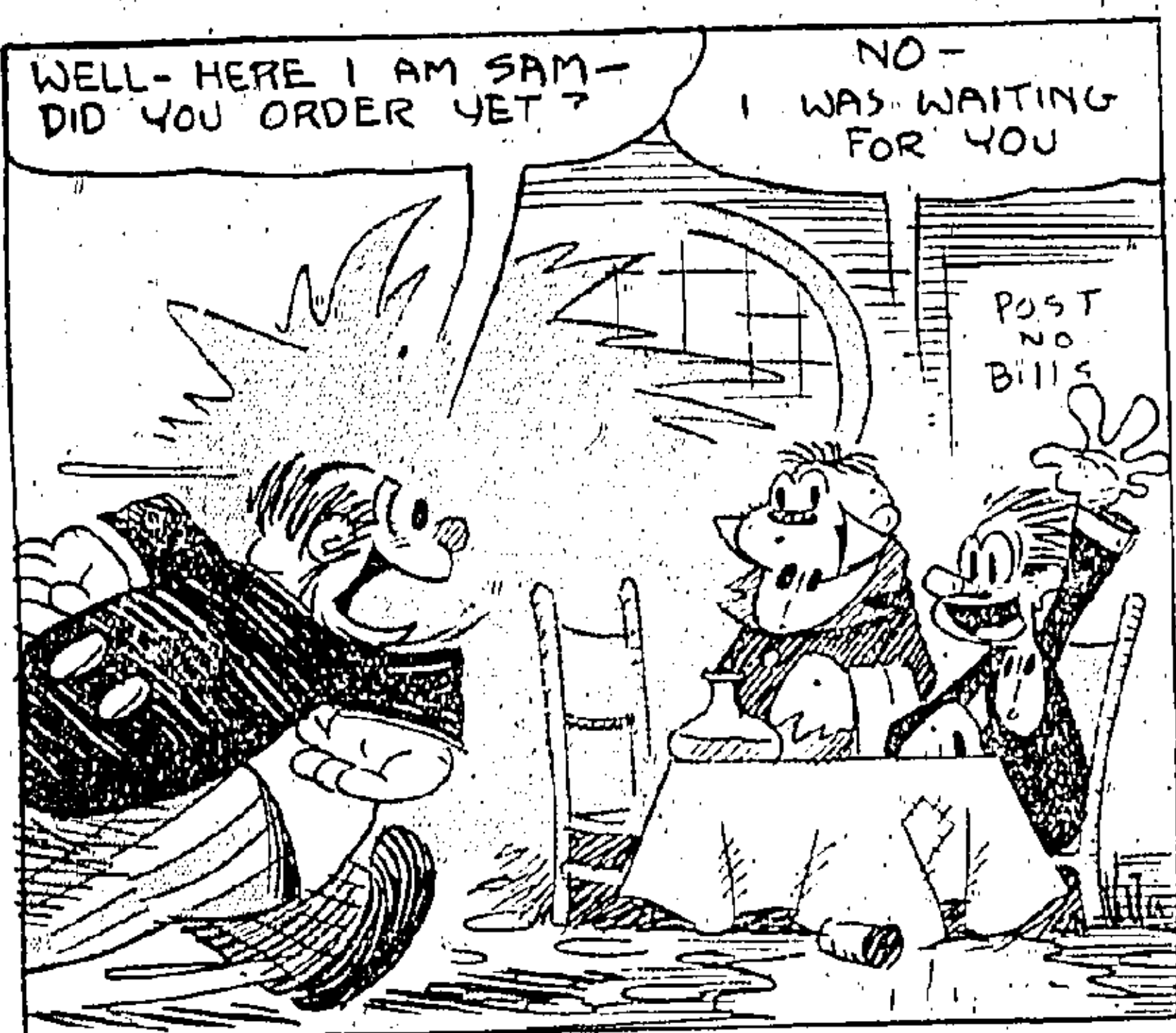
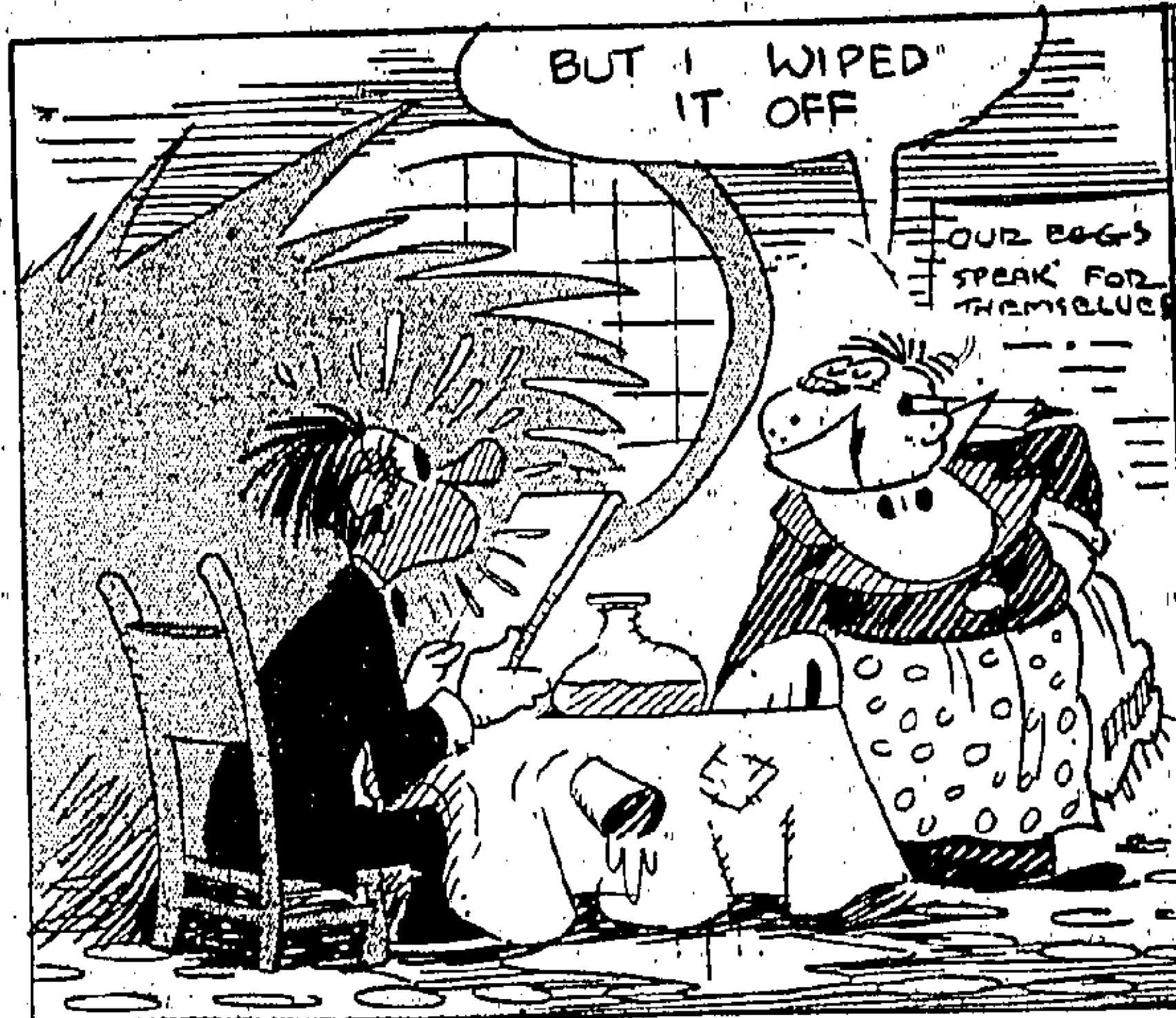
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There is much of Egyptian in the long lines of this frock as well as its lovely Nile green colouring. Gold tube-like beads and ovals of French ivory make a most unusual trimming. The beads outline the ovals and are strung to indicate the waistline of the frock.









## PLAY AND PLAYERS.

## KOWLOON GOLF CLUB SUBSCRIPTION.

[BY "WANDERER."]

It is in the mind of the committee of the Kowloon Golf Club, so I am given, to understand, to reduce the monthly subscription of its members from \$3 to \$2, but, curiously enough, the suggestion is apparently not meeting with the approbation which such consideration for the pockets of the members might be said to deserve.

Some of the members are wondering exactly what it was that led the committee to suspect that they really are hard up, but the feeling generally even amongst the hard-up ones is that they do not wish their pockets to be considered, but rather wish that if the committee feels that the Club is in a position financially whereby it can forego the odd dollar each month from each of its members, it is nearly time that something was done to improve the course.

"Candidly speaking," said one member to me the other day, "the course is a joke."

"Why the committee want to reduce with the greens in their present conditions has me beaten," he added, and this appears to be an expression of the general view.

"It is news to me," said another, "that the Club is well off, but if that is the case, perhaps instead of reducing the subscription, they will build a new clubhouse, give us some decent teeing-off grounds, and reduce some of the hillocks on the greens."

The criticism of the course has not been made in any carping spirit, but rather the reverse. Most of the members would prefer to pay an additional dollar each month and see a corresponding improvement in the conditions of play.

A member of the club writes me in reference to another matter. He says that though it might appear to be in bad taste to grumble too much in view of all that the military authorities have done to help at Kowloon City, it does seem rather hard that the Punjabis will be shooting over the range on Saturday and Monday, days which are holidays in the Colony.

Probably, he adds, the Punjabis will have finished in the morning, but there are many members who like their morning round when circumstances permit.

## FILIPINO BOY COMING HERE.

Boxing fans will be interested to learn that Boy Walley, the fly-weight champion of the Straits, will be in the Colony shortly. He is passing through on his way to America where his hopes follow the lines of the career of the late Pancho Villa.

Just recently he has been in Manila giving exhibitions which have created a good impression.

He is willing to fight in Hongkong if a suitable match can be arranged and it would appear to be eminently suitable to match him with Kid Alfred if Major's conqueror is still here. Anyone who has read the Singapore papers must have read about Boy Walley. He is one of the best little fighters developed in the Straits and a fight in Hongkong would certainly prove a considerable attraction.

## WEMBLEY AND THE CUP FINAL.

The liquidators of the British Empire Exhibition at Wembley quite recently gave notice to the Football Association that they required a rearrangement of the terms under which the Association Cup Final was played at the Stadium at Wembley. They have intimated that they do not feel justified, under the conditions in the covenant entered, into in 1921, in continuing to act. The liquidators feel that they have an obligation to the trustees and declare that they cannot take any step which is likely to entail a loss.

This is quite a new attitude. Naturally the Football Association concluded that the Final Tie would be played at Wembley, as during the last three years

## "ACES" TO MEET.

## EXCITEMENT OVER WILLS-LENGLEN MATCH.

Cannes, Feb. 11.

The weather is now clearing after many hours continuous rain. Only the first round has so far been decided and there is now a prospect of Milla Lenglen and Miss Wills meeting in the final on Monday. The two "aces" remain indifferent to all the fuss over which they express astonishment. Miss Helen Wills says she will be mighty glad when the whole thing is done with. "However, I am on the top of my form and feel I can easily spring a surprise. Milla Suzanne Lenglen is disinclined to discuss the affair, but is nevertheless most confident. She says 'I have every respect for Helen's game but consider I have beaten stronger opponents. I do not see any reason why my so-called nerves should defeat me.'

There is a great rush for seats, even wireless bookings from liners in mid-Atlantic.—*Reuter*.

## BIG BOXING.

## BRITISH LIGHTWEIGHT CHAMPIONSHIP.

London, Feb. 11.

Fighting at the Albert Hall, in a twenty rounds contest for the British lightweight championship, Harry Mason, the holder, defeated Ernie Rice. The latter was disqualified in the fifth round for hitting low.—*Reuter*.

Both men weighed in at 155 lbs. Mason was quicker and cleverer, and he frequently made Rice miss. He mostly kept him at bay with straight lefts, but Rice was always boring in with dangerous hooks and swings. In the third round, Rice appeared to hit low and Mason winged, but the referee did not interfere. Mason continued to do well with left leads and got in good stomach blows in the fourth. In the fifth round, Rice rushed in and sent in a left low for which he was disqualified.—*Reuter*.

## HOME FOOTBALL.

London, Feb. 11.

Playing in the first Division of the League, Blackburn defeated Huddersfield by two goals to one.—*Reuter*.

Indeed, such an assurance was given. Only within the last few days a committee of the governing body of the winter sport visited the Stadium, which they found in good condition, with the turf practically relaid.

The liquidators, of course, have their difficulties and their responsibilities. It is for them to find the best way out of the position that has arisen. The F. A. were offered the opportunity of taking the Final Tie to Wembley, and after negotiation the agreement was entered into for a period of twenty-one years. Under these terms the F. A. have on an average paid the Empire Exhibition £6,000 per annum—rent so to speak, for one afternoon. This represents 20 per cent. of the gross receipts. Now it seems that this is regarded as insufficient.

It is understood that the Football Association have notified the liquidators that they are standing by the agreement as entered into, and that for the present they are withholding the payment of £7,500—their liability as one of the guarantors of the Exhibition. The situation which has so unexpectedly arisen will be fully considered at the next meeting of the Council of the F. A. The outcome of their deliberations cannot be fore-cast beyond what is here intimated.

It is hoped among all grades of sportsmen, that the Final Tie will be played at the Stadium—and, more than that, it is felt that the Stadium should be a national sports arena, and that it should be retained by the Government for that purpose—as it was built with that object in view.

## GOLF.

## AN INTERNATIONAL MATCH.

There will be a match, ten a side, between the Lusitano Golf Club and Japanese Golf Club, on the latter's course at Shatin, on Monday, 15th February.

The following have been selected to represent the Lusitano Golf Club: A. W. da Rosa, (Capt.), F. E. A. Remedios, E. D. da Rosa, F. X. A. Remedios, J. M. A. Remedios, A. A. Lopes, A. H. da Silva, J. C. Barretto, C. M. S. Alves, A. C. Rozario and M. A. R. Souza (Reserve).

## CRICKET.

## KOWLOON C.C. v. UNIVERSITY PAST AND PRESENT.

A team representing the University Past and Present opposed the Kowloon C. C. on the latter's ground yesterday afternoon, and won with five wickets to spare. The feature of the match was the batting of Balhachet, who scored 70 not out. Scores:

Kowloon C. C.	University Past and Present.
Capt. C. J. Bensley, run out .....	12
J. C. Lloyd, lbw. Rumjahn .....	22
L. H. C. Hall, b Yeoh .....	3
L. J. H. Smith, b Shahabudin .....	29
Capt. R. A. Watters, c Zimmerman, b Yeoh .....	6
Capt. E. W. Morris, c Zimmerman, b Ng Sze-kwong .....	36
S. B. Spillert, c Ng, b Yeoh .....	0
W. J. Wilson, c Lung, b Ng Sze-kwong .....	6
W. Goldenburg, b Hunt .....	20
A. G. Pavitt, c and b Ng Sze-kwong .....	11
E. B. Morton, not out .....	1
Extras .....	7
Total .....	118

University Past and Present.	Kowloon C. C.
Ng Sze-kwong, b Lyle .....	17
T. E. Yeoh, c Morton, b Morris .....	32
H. N. Balhachet, not out .....	70
E. Zimmerman, lbw. Lyle .....	9
E. Lung, run out .....	13
A. A. Rumjahn, c Smith, b Lyle .....	10
Extras .....	10
Total (for 5 wickets) .....	192

H. C. Hunt, W. M. Gittins, S. O. Shahabudin, A. S. Hazeland and R. P. Ng did not bat.

## UNIVERSITY TEAM v. NAVY.

The following will represent the University 2nd XI, in a League Match against the Royal Navy 2nd XI, on Saturday, at the Pavilion ground.—Messrs. B. N. Sudhan (Captain), Dr. R. Ponsbury Fane, E. Zimmerman, W. M. Gittins, Y. C. Teh, C. H. Yeoh, H. Y. Leong, I. Tajima, Hazeland and S. V. Gittins.

## FOOTBALL.

The following will represent the China Light & Power Recreation Club against the Hongkong Electric Recreation Club in their football fixture to be played on the Kowloon Football Club ground at 5 p.m. sharp today.—J. C. Barrow, Smith, Humblin, W. J. Brown, F. C. Clemo (Captain), Tinson, Taylor, Liskley, Pym, A. R. Clemo and Miles. Reserve.—Forrest, Shaw, Sunny.

## FRENCH BANK.

## LOCAL BONDS READY FOR DISTRIBUTION.

Depositors and creditors of the old Banque Industrielle de Chine will be interested and pleased to hear that the Hongkong office of the Banque Franco-Chinoise (which is the successor of the former) has now received the whole of the gold dollar bonds to which creditors are entitled in settlement of their claims.

We are informed that these will be delivered either to creditors themselves or to persons authorized by them by the Banque. The names of creditors are being taken alphabetically, those whose names begin either with the letters A or B being issued with their bonds on February 17th and 18th. Depositors whose names begin with C will be able to get their bonds on the 19th and 20th. There are 171 creditors whose names begin with A or B, and 228 whose names begin with C. Creditors whose names begin with letters later in the alphabet will find the dates on which they can get their bonds notified later. The Banque estimates that it can attend to the wants of about 100 creditors per day, and hopes that all the local bonds will be issued by March 15th.

## A TRAGIC SEQUEL.

## SOCIETY SENSATION IN BERLIN.

Berlin, Feb. 11.  
Signor Mussolini's anti-German outburst has had a tragic sequel in Berlin society. The Countess Gabriel Sera Manischedda, a well-known figure in society circles, created a scene at the Artists Club, where she called out for cheers for Mussolini and indulged in violent insults against Germany, greatly to the guests' anger. She was eventually escorted from the Club by a relative. She then went to her hotel and hanged herself.

The Countess, who was separated from her husband, was an Italian only by marriage, and her sister is the German actress, Maria Orska.—*Reuter*.

## WORLD'S LARGEST LINER.

## FOR WHITE STAR LINE.

Rugby, Feb. 11.  
It was stated in Belfast to-day that the firm of Messrs. Harland and Wolff are negotiating with the White Star Line to build the largest liner in the world. The new vessel is to be nearly 60,000 gross register and will exceed in dimensions the Majestic, the present largest vessel, which also belongs to White Star Company. The Majestic's gross tonnage is 56,551 tons. Like the Royal Mail boat Asturias, the new giant liner will be motor-driven.—*British Wireless*.



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A. H. FERGUSON,  
Manager.

9, Boulevard Haussmann, Paris.

## BANQUE DE L'INDO-CHINE

HEAD OFFICE:

98, Boulevard Haussmann, Paris.

Subscribed Capital ..... Frs. 72,000,000.00

Paid Capital ..... Frs. 68,400,000.00

Reserve Fund ..... Frs. 69,667,283.54

BRANCHES:  
Bankok, Hanoi, Pondicherry,  
Batambang, Hongkong, Saigon,  
Canton, Mengtze, Shanghai,  
Djibouti, Noumea, Singapore,  
Fortbaryard, Papeete, Tientsin,  
Haiphong, Peking, Tourane,  
Hankow, Pnom-Penh, Yunnanfou.

BANKERS:  
In FRANCE:—Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.

In LONDON:—The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Credit Lyonnais.

In NEW YORK:—J. P. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. LECOT,  
Manager.

## THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE: HONGKONG.

10, Des Voeux Road Central, Hongkong.

Authorized Capital ..... \$10,000,000

Paid-up Capital ..... \$5,000,000

Reserve Fund (1925) ..... \$1,200,000

## DIRECTORS

Hon. Sir Shou-Son Chow—Chairman  
Fung Ping Shan, Mok Ching Kong,  
Li Koon Chun, Wong Yun Tong,  
P. K. Kwok, Hui Yuk Tai,  
Ng Ching Lok, Kan Yan Po,  
Pong Wai Ting, Chan Ching Shek.

Every description of Banking and Exchange business transacted—Loans granted on approved securities.

SAFE DEPOSIT BOXES to let.  
KAN TONG PO,  
Chief Manager.

Hongkong, 8th. February, 1926.

## NEDERLANDSCHE HANDEL

MAATSCHAPPIJ.

((Netherlands Trading Society).  
BANK.

Established 1824

Hongkong Branch established 1906

Authorized Capital Guilders ..... 160,000,000

Paid-up Capital Guilders ..... 60,000,000

Reserve Fund Guilders ..... 20,536,661

Special Reserves Guilders ..... 2,171,408

HEAD OFFICE:—AMSTERDAM.

Eastern HEAD OFFICE:—BATAVIA.

BRANCHES:—

Bandjermasin, Kota-Radja, Rotterdam,  
Bandong, Macassar, Samarang,  
Batavia, Medan, Shanghai,  
Calcutta, Padang, Singapore,  
Charbon, Palembang, Soerabaya,  
Djember, Pecalongan, Soerakarta, So  
Djakarta, Penang, Tegal,  
Kobe, Pontianak, Tientsin and  
The Hague, Rangoon, Weltevreden,  
London Bankers:—National Provincial Bank Ltd.

Correspondents all over the world.  
BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLEB,  
Agent.

## THE P. &amp; O. BANKING CORPORATION, LTD.

(Incorporated in England 1822)

With which is affiliated

THE ALLAHABAD BANK, LTD.

INDIA.

Authorized Capital ..... \$5,000,000

Subscribed and Paid-up ..... \$2,500,000

Reserve Fund ..... \$1,200,000

## HEAD OFFICE:

122, Leadenhall London



# CANADIAN PACIFIC

## EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC  
13 Days from Hongkong to Vancouver  
LARGEST, FASTEST & MOST LUXURIOUS  
STEAMSHIPS.

Next SAILING to the  
PACIFIC COAST.

## THE "EMPRESS OF AUSTRALIA"

will sail from  
HONGKONG

6.00 a.m., Friday, February 19th, 1926.

Passenger Department: Tel. C. 752. Cables: "CANPAC."  
Freight and Express: Tel. C. 42. Cables: "NAUTICUS."

## TOYO KISEN KAISHA

### HONGKONG—SAN FRANCISCO LINE

via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU  
Connections at San Francisco with Southern Pacific, Santa Fe & Western Pacific Railroads

TAIYO MARU ... From Hongkong ... March 8th.  
TENYO MARU ... March 22nd.  
SHINYO MARU ... April 20th.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

### CABIN CLASS STEAMERS REDUCED FARES

Honolulu GS215, San Francisco GS290, Europe £110, £102, £100  
SIBERIA MARU (Omit N'saki) ... From Hongkong ... Feb. 20th.  
KOREA MARU (Omit N'saki & Hono) ... April 6th.  
SIBERIA MARU (Omit N'saki & Hono) ... May 4th.  
KOREA MARU (Omit N'saki & Hono) ... June 15th.

Proceed from San Francisco to Los Angeles with cargo only.

Proceeds up River and berth alongside Mantau wharf at Shanghai

### SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chile.

GINYO MARU ... From Hongkong ... February 24th.  
ANYO MARU ... April 14th.

Y. TSUTSUMI, Manager.

Toyo Kisen Kaisha.

Agent at Canton: Messrs. T. E. GRIFFITH, Ltd. Kowloon Building. Tel. C. 2874 & 2875

## AMERICAN ORIENTAL MAIL LINE



The fast "Short Route" ...  
to the United States!

SEATTLE & VICTORIA via SHANGHAI—KOBE—YOKOHAMA  
S.S. "PRESIDENT McKINLEY" ... February 21st, 5.00 p.m.  
S.S. "PRESIDENT JEFFERSON" ... March 5th, 5.00 p.m.  
S.S. "PRESIDENT GRANT" ... March 17th, 5.00 p.m.  
EUROPE £120—£112—£110.

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Transcontinental Railways. Any Line on the Atlantic. Through accommodation and Hongkong Arranged.

FOR MANILA

S.S. "PRESIDENT McKINLEY" ... February 13th, 5.00 p.m.  
S.S. "PRESIDENT JEFFERSON" ... February 25th, 5.00 p.m.  
S.S. "PRESIDENT GRANT" ... March 9th, 5.00 p.m.

Through Bills of Lading to all United States and Canadian Overland points, also via Panama Canal Lines to Atlantic Ports.  
Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

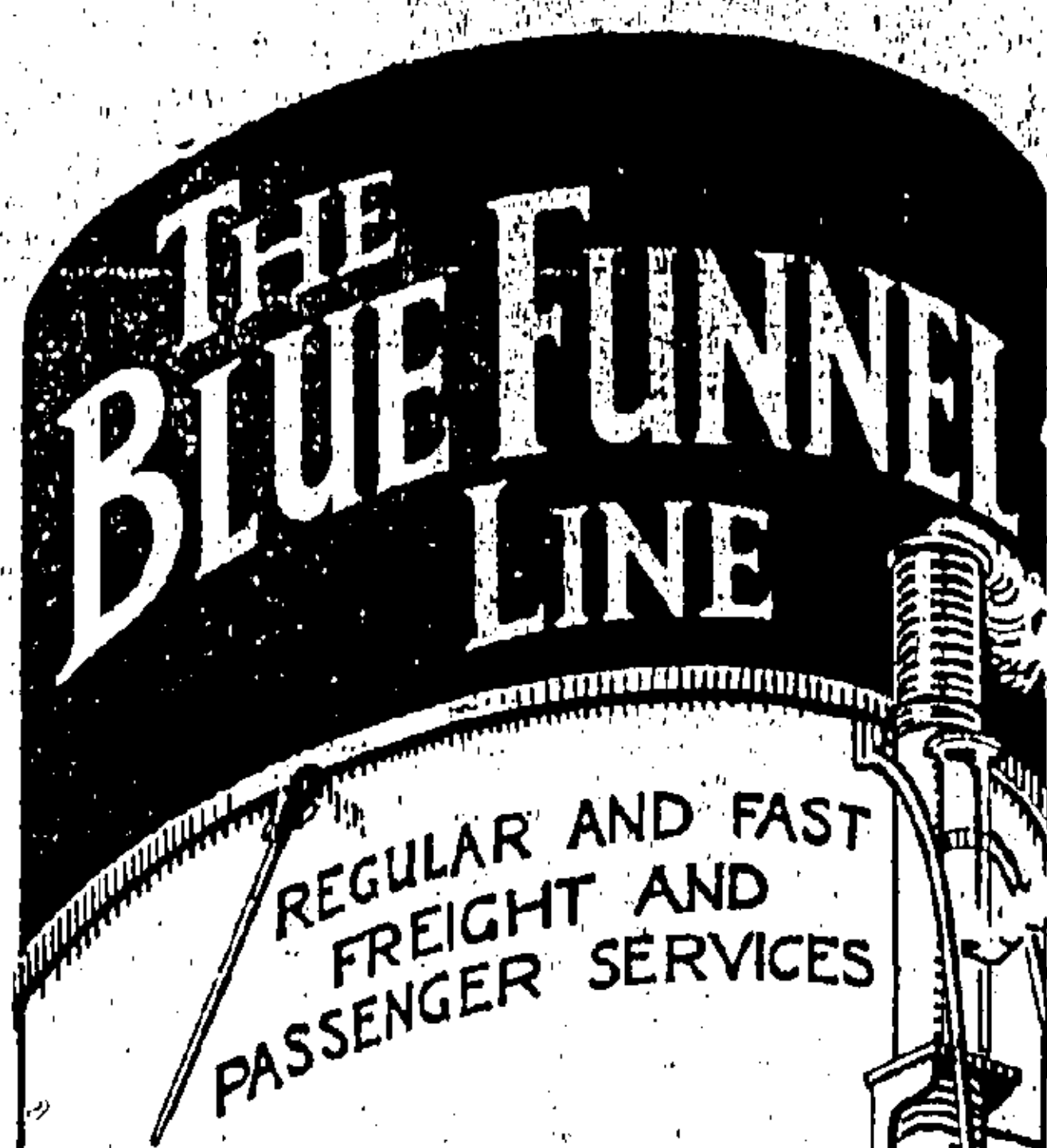
For passage and Freight Booking apply to

### ADMIRAL ORIENTAL LINE

Managing Operators for United States Shipping Board

Hongkong and Shanghai Bank Building, Ground Floor.

Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.



REGULAR AND FAST  
FREIGHT AND  
PASSENGER SERVICES

### LONDON SERVICE

"AUTOMEDON" 23rd Feb. Marseilles, London, R'dam & H'burg  
"HECTOR" 3rd Mar. Marseilles, London, R'dam & Glasgow  
"PERSEUS" 9th Mar. Marseilles, London, R'dam & H'burg  
"HELENUS" 23rd Mar. Marseilles, London, R'dam & H'burg

### LIVERPOOL SERVICE

"ANTIOCHUS" 20th Feb. Genoa, M'les, Havre, L'pool & G'gow  
"PELEUS" 5th Mar. Genoa, Havre, Liverpool & G'gow  
"TELEMACHUS" 20th Mar. Genoa, Havre, Liverpool & G'gow  
"IXION" 1st April. Genoa, M'les, Havre, L'pool & G'gow

### PACIFIC SERVICE

"KOROE & YOKOHAMA" 17th Feb. Victoria, Vancouver & Seattle.  
"PROTEUS" 17th Mar. Victoria, Vancouver & Seattle.

### NEW YORK SERVICE

"KT. COMPANION" 5th March. New York, Boston & Baltimore via Stags  
"JASON" 19th March. Boston, New York & Baltimore

### PASSENGER SERVICE.

"HECTOR" 3rd Mar. Singapore, Marseilles & London.  
"SARPEDON" 7th April. Singapore, Marseilles & London.  
"PATROCLOS" 5th May. Singapore, Marseilles & London.  
"ANTENOR" 2nd June. Singapore, Marseilles & London.  
"HECTOR" 14th July. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire.

Agents.

## S. S. "GASCOYNE"

(WEST AUSTRALIAN STEAM NAVIGATION CO., LTD.)

Leaving Hongkong for

West Australian Ports via Singapore

on or about 17th February.

Excellent Passenger Accommodation.

For Freight and Passage

apply

JARDINE, MATHESON & CO., LTD.

Agents



## KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

## S.S. VAN OVERSTRATEN

will be despatched on 5th March noon.

For SINGAPORE, PENANG & BELAWAN DEL. DIRECT.  
Offers excellent saloon accommodation, all lower berth  
English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)  
services to all destinations in the Netherlands East Indies and  
Australia.

Agents: JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building. Charter Road.

## THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

### The M. S. "KINA"

will be loading for Valencia, Rotterdam, Amsterdam, Hamburg,  
Copenhagen and other Scandinavian ports on or about

26th. February 1926.

Further Sailings — { Expected on or Will leave homeward bound  
about on or about.

M.S. "Tongking" 2nd February  
M.S. "Danmark" 17th February 24th March  
M.S. "Arabien" 20th February  
M.S. "Asia" 15th March  
M.S. "Java" 20th April

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.

Agents.

## WEEKLY to the WEST FORTNIGHTLY to the EAST



Travel in Comfort  
aboard DOLLAR  
President LINERS

DOLLAR President liners have made your calendar your sailing  
schedule from Hongkong—westward or eastward—to Europe  
or to America, and to intermediate ports of call. Note below the  
fixed day of each departure. This regularity of service, maintained  
throughout the year, enables you to perfect travel plans far in  
advance of your departure.

Notable for speed and steadiness under way, the great oil-  
burning Dollar liners are ideal for trans-Pacific and round-the-  
world voyages. With airy, all-outside staterooms, spacious decks  
and social halls, swimming pool, electric fans and running water in  
staterooms, they offer superior travel comforts. Dollar Line cuisine  
is world-famous.

### TO MANILA—AND ROUND-THE-WORLD via SUEZ.

President Garfield ... February 16th ... 8.00 a.m.  
President Taft ... February 19th ... 3.00 p.m.  
President Monroe ... March 16th ... 3.00 p.m.

—and 4 sailings each month to Manila; thence fortnightly service.

### TRANS-PACIFIC—TO SAN FRANCISCO via HONOLULU.

President Pierce ... February 13th ... 6 p.m.  
President Taft ... February 27th ... 5 p.m.  
President Wilson ... March 13th ... 5 p.m.

—and every 14 days thereafter.

STOPOVERS ALLOWED AT ANY PORT OF CALL

For passenger and freight rates, apply to  
HONGKONG AND SHANGHAI BANK BUILDING, Ground Floor.

No. 4, Des Voeux Road, Hongkong.

Telephone: Central 2777, 2478 and 795.

## DOLLAR STEAMSHIP LINE

## INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailings
KOBE via Amoy & Moji	Lalsang	Wed. 17th Feb. at 7 a.m.
BANGKOK	Hopsang	Wed. 17th Feb. at noon.
TSINGTAU via Shanghai	Kwongsang	Wed. 17th Feb. at noon.
STRAITS & Calcutta	Kutsang	Wed. 17th Feb. at 3 p.m.
HAIPHONG via Hoihow	Leesang	Thurs. 18th Feb. at 10 a.m.
SANDAKAN	Hinsang	Thurs. 18th Feb. at 3 p.m.
KOBE via Moji	Sulsang	Fri. 19th Feb. at 7 a.m.
TIENTSIN via Chefoo	Chipsang	Fri. 19th Feb. at noon.
TIENTSIN via Shanghai	Fausang	Wed. 24th Feb. at noon.
STRAITS & Calcutta	Vuonsang	Wed. 24th Feb. at 3 p.m.
KOBE via Yokohama	Kumsang	Sun. 28th Feb. at 7 a.m.
STRAITS via Calcutta	rosang	Sat. 6th Mar. at 3 p.m.

For freight or passage apply to—

JARDINE MATHESON & CO., Ltd.

Telephone Central 215.

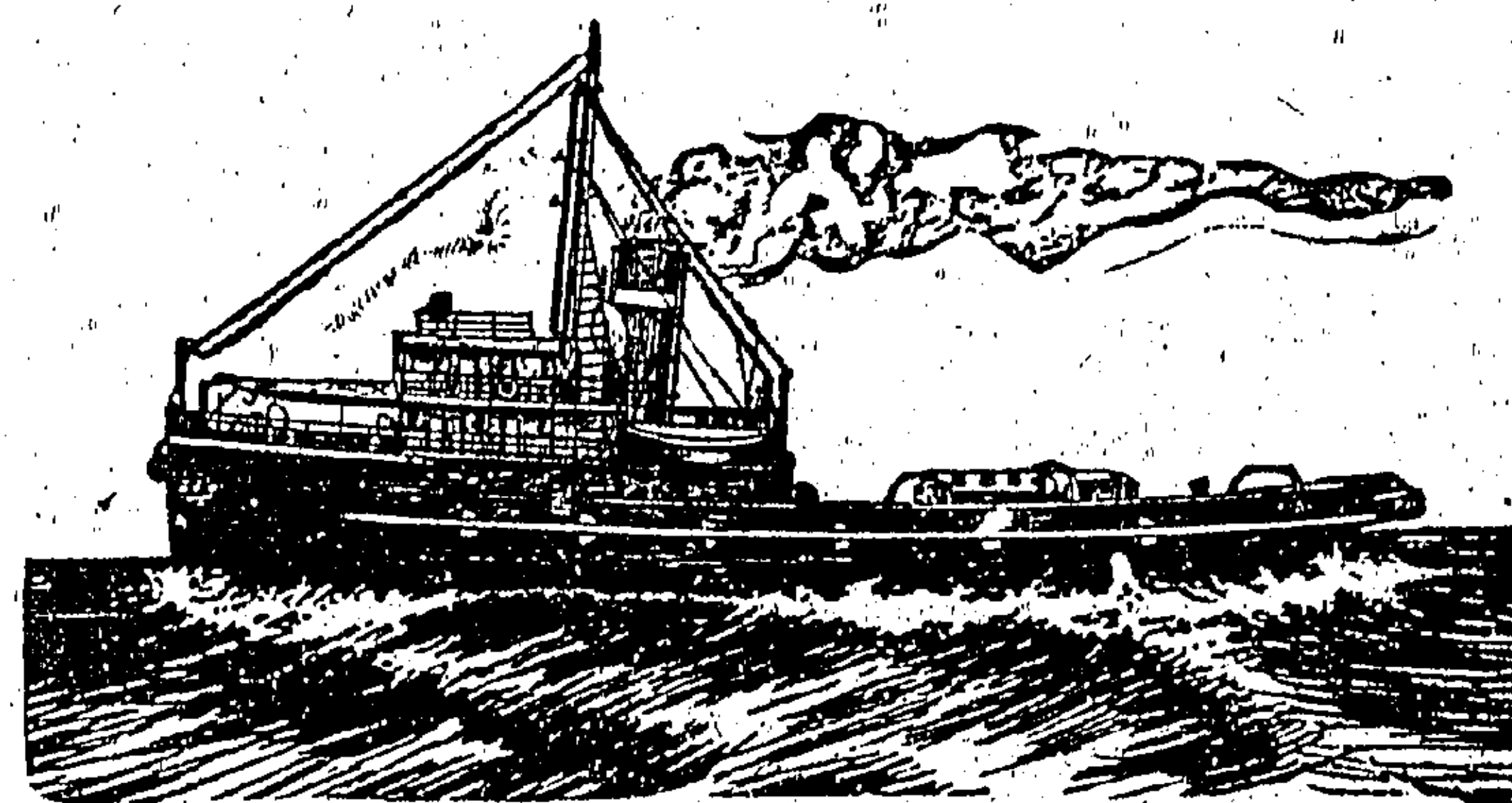
General Managers.

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG

Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Edition,  
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and  
Brass Founders, Forge Master, Electricians.



Twin-Screw Ocean-going Tug and Salvage Steamer

### "Henry Keswick"

Built engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong.  
For their own service, 1921. Length 165' B.P., Breadth 34' (m) depth 17' (m) I.H.P. 2000.  
Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless  
searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

R.M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.



Holyoak Massey & Co., Ltd.  
Distributors.  
Queen's Bldg. Tel. C. 672.



## Your Baby is a King

Court Physicians  
know the best and  
see that Royal  
babies have the best!

That is why Glaxo  
has been used to  
feed the babies in  
six Royal nurseries!

Only the best is good  
enough for your  
baby, so give him  
Glaxo, the food that  
contains everything  
that baby needs to  
build firm flesh,  
plenty of bone, and a  
strong constitution.  
Ask your Doctor.



"Builds Bonnie  
Babies"

Write for free sample  
and Descriptive Booklet to

W. R. LOXLEY & CO.

Sole Agents.





**P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)  
Taking Cargo on through Bills of Lading for Suez, Java and Borneo, Ceylon India, Persian Gulf, Maritimes, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Japan, etc.

PERMANENT & ORIENTAL PORTWORTHY DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
MIRZAPUR	6,715	16 Feb. noon	S'pore, P'ang, O'bo & B'bay
KARMA	9,128	20th Feb.	M'les, L'don & Antwerp & Hull
NAGPORE	9,283	2nd March	S'pore, P'ang, O'bo & B'bay
MANTUA	10,902	6th March	Marseilles & London
KASHAIB	9,985	13th March	M'les, London & Antwerp
KHIVA	9,135	20th March	M'les, L'don & Antwerp
MOREA	10,918	3rd April	Marseilles & London
DELTA	8,097	15th April	S'pore, P'ang, O'bo & B'bay
DEVANHA	8,155	17th April	M'les, L'don & Antwerp
KALYAN	9,144	21st April	M'les, L'don & Antwerp
MAEDONIA	11,089	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London
MALWA	10,941	29th May	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrenees, Smyrna & other Levant Ports by Steamers of the Red Sea Mail S.S. Co.

**BRITISH INDIA-APCAR SAILINGS**

SANTHA	8,500	12 Feb. 1 p.m.	S'pore, Penang & Calcutta
TILAWA	10,006	18th Feb.	S'pore, Penang & Calcutta
TALAMA	8,018	4th March	S'pore, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**

ARAFURA	6,000	7th April	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	5th May	Island, Townsville, B'bane.
TANDA	6,358	2nd June	S'pore, Penang & Calcutta

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hio, Oebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following:  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN.**

TALMA	10,000	17th Feb. Amoy, S'hai, Moji, Kobe & Osaka
KHIVA	9,135	20th Feb. Shanghai, Moji & Kobe
SHIRALA	7,841	23rd Feb. Moji, Kobe & Osaka
MOREA	10,911	6th March S'hai, Moji & Kobe
ARAFURA	6,000	13th March Moji, Kobe & Yoko.

All dates are approximate and subject to alteration without notice.  
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & Co., Agents.**  
P. & O. Bdg., Connaught Rd., O.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENAMORY	23rd Feb.	PEMBROKESHIRE	18th Feb.
GLENGARRY	4th Mar.	GLENIFFER	9th Mar.
GLENSHANE	23rd Mar.	GLENAMORY	6th April
GLENAPP	1st April	GLENAMORY	6th April
CARMARTHENSHIRE	15th April	GLENAMORY	6th April

Movements are subject to change without notice.  
For freight or further particulars please apply to:-

**JARDINE MATHESON & CO., LTD.****THE GLEN LINE, LTD.**

Telephone: Central No. 215, sub-ex. 23 and 3696.

**AUSTRALIAN-ORIENTAL LINE, Ltd.****S.S. "TAIPING"**

This Vessel will sail hence on  
26th March, Noon.

FOR

MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TANNIAN PORTS.

This New Vessel is Fitted with the Finest and Most Up-to-Date  
First and Second Class Passenger Accommodation.

(Sailing Subject to Alteration.)

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,**  
Tel. C. 36. Agents.

**BOSTON, NEW YORK & BALTIMORE.**

Joint Service of the

**"BLUE FUNNEL LINE"**

(Ocean S.S. Co., Ltd., &amp; China Mutual S.N. Co., Ltd.)

AND

**AMERICAN & MANCHURIAN LINE**

(Ellerman &amp; Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "JASON"	... via Suez Canal	19th Feb.
S.S. "KT. COMPANION"	... via Suez Canal	7th Mar.
S.S. "CITY OF SINGAPORE"	... via Suez Canal	28th Mar.
S.S. "CALCHAS"	... via Suez Canal	7th April

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

For Freight and particulars apply to:-

**BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG,**  
**HONGKONG & CANTON JARDINE MATHESON & Co. Ltd. CANTON**



SAILINGS SUBJECT TO ALTERATION.

SEATTLE &amp; VANCOUVER via Shanghai &amp; Japan ports.

Through Bills of Lading issued to all Overland Common points in U.S.A. and Canada.

Through passage rates to Europe via America U. S. S. S. 1420, U. S. 1440

KAGA MARU	... Saturday, 20th Feb.
IVO MARU	... Wednesday, 17th Mar.
MARSHALLS, LONDON & ANTWERP via Singapore & Ports.	
KASHIMA MARU	... Saturday, 13th Feb. at 11 a.m.
HAKONE MARU	... Saturday, 27th Feb.
SUWA MARU	... Saturday, 13th Mar.

HAMBURG via LONDON &amp; ROTTERDAM &amp; Ports.

LIVERPOOL via ADEN &amp; MARSEILLES, GLASGOW

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

MISHIMA MARU ... Wednesday, 24th Feb. at 11 a.m.

TANGO MARU ... Wednesday, 24th Mar.

NEW YORK and/or BOSTON ... ANAMA.

TAKETOYO MARU ... Saturday, 20th Feb.

HAKODATE MARU ... Friday, 5th Mar.

BUENOS AIRES via Singapore, Durban &amp; Cape Town.

KAMAKURA MARU ... Saturday, 27th Feb.

BOMBAY via Singapore &amp; Colombo.

WAKASA MARU ... Wednesday, 17th Feb.

YOKUSHIMA MARU ... Monday, 15th Feb.

CALCUTTA via Singapore, Penang &amp; Rangoon.

CEYLON MARU ... Tuesday, 23rd Feb.

RANGOON via Singapore, Penang.

SHINSEI MARU ... Thursday, 18th Feb.

NAGASAKI, KOBE &amp; YOKOHAMA.

TANGO MARU ... Wednesday, 17th Feb.

SHANGHAI, KOBE &amp; YOKOHAMA.

BENGAL MARU ... Saturday, 13th Feb.

TOYAKA MARU ... Wednesday, 17th Feb.

HAKOZAKI MARU ... Monday, 22nd Feb.

YAMAGATA MARU ... Monday, 22nd Feb.

TSURUGA MARU ... Thursday, 25th Feb.

For further information apply to:- **NIPPON YUSEN KAISHA.**Tel. Central Nos. 292, 293 & 2422. **S. KINOSHITA, Manager.****DODWELL & CO., LTD.****NEW YORK BERTH.**

FOR NEW YORK &amp; BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sails 15th Mar.

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT

SERVICE FOR BRINDISI, VENICE

AND TRIESTE (PIUMI).

TAKING, CARGO ON THROUGH BILL OF LADING  
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND  
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

**£66.****NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" ... Sails about 18th Feb.

S.S. "ROSANDRA" ... Sails about 7th Apr.

S.S. "FIUME-L" ... Sails about 5th May.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails about 15th Mar.

S.S. "ROSANDRA" ... Sails about 3rd May.

S.S. "FIUME-L" ... Sails about 31st May.

S.S. "VENEZIA" ... Sails about 15th Mar.

S.S. "ROSANDRA" ... Sails about 3rd May.

S.S. "FIUME-L" ... Sails about 31st May.

S.S. "VENEZIA" ... Sails about 15th Mar.

S.S. "ROSANDRA" ... Sails about 3rd May.

S.S. "FIUME-L" ... Sails about 31st May.

S.S. "VENEZIA" ... Sails about 15th Mar.

S.S. "ROSANDRA" ... Sails about 3rd May.

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S.S. "FIUME-L" ... Sails about 31st May.

S.S. "VENEZIA" ... Sails about 15th Mar.

S.S. "ROSANDRA" ... Sails about 3rd May.

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**HONGKONG, CANTON & MACAO STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAM-BOAT Co., LTD., AND THE CHINA NAVIGATION Co., LTD.

**CANTON LINE.**

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).

Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

**MACAO LINE.**

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).

FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

**CHINA NEW YEAR SAILINGS.**

Special Return saloon rate of \$5.00 available from Thursday 11th until Monday 15th February.

**THE BANK LINE, LTD.**

Agents for the following Services.

**NEW YORK, BOSTON & BALTIMORE****AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF SINGAPORE" via Suez Canal 28th March.

**BOSTON & NEW YORK****AMERICAN & ORIENTAL LINE SERVICE**

(Andrew Weir &amp; Co., London)

Sailing From Hongkong.

S.S. "COMERIC" via Suez Canal 27th February.

**AMERICAN & ORIENTAL LINE****UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF LAHORE" 22nd February.

For Marseilles, Havre, London, Rotterdam &amp; Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

**MAURITIUS & SOUTH AFRICA****ORIENTAL AFRICAN LINE**

S.S. "SURAT" Middle April.

Loading for Mauritius, Delagoa Bay, Durban, East London,

Algoa Bay, Port Elizabeth, Mossel Bay &amp; Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo,

Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,

Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis

Bay, &amp; Madagascar.

**AUSTRAL-EAST INDIES LINE.**

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City

of Palermo" or "Malatian" to Java, Freemantle, Adelaide,

Melbourne and Sydney, and Vice Versa. Through Freight

and Passenger bookings from Hongkong in conjunction

with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:-

**THE BANK LINE LTD.**

Telephone C. 4791.

**M MESSAGERIES MARITIMES M**

SERVICES CONTRACTUELS

Mail Steamers Next Sailings from Marseilles

Preb. sail. at Hkg. from H'kong

Preb. Sailing from H'kong for M'les

D'ARTAGNAN 15th Jan. 17th Feb. 16th Feb.

ANGKOR 29th Jan. 3rd Mar. 2nd Mar.

PORTHOS 13th Feb. 17th Mar. 16th Mar.

ANDRE LEBON 26th Feb. 31st Mar. 30th Mar.

PAUL LECAT 12th Mar. 13th Apr. 13th Apr.

AMBOISE 12th Mar. 13th Apr. 11th May.

ANGERS 12th Mar. 13th Apr. 11th May.

**RATES OF PASSAGE MONEY TO MARSEILLES.**

(including Table Wine and free Doctors' attendance)

A Class 1st Class £95.00 B. Class 1st Class £83.00

Steamers 2nd Class £68.00 Steamers 2nd Class £60.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

**LIGNES COMMERCIALES (CARGO-BOATS)**

S.S. "MIN" from Dunkirk, L'don, Havre is due to

arrive about 22nd Feb.

For full particulars apply to **Messageries Maritimes Co.**

Phone: Central 740 3 Queen's Building.

**ASAHI BEER**

BREWED BY

**DAI NIPPON BREWERY**

Co., Ltd.



## HOTELS.

**HONGKONG**  
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL  
Telegraphic Address: "KREMLIN, HONGKONG."

**SHANGHAI**  
ASTOR HOUSE HOTEL; PALACE HOTEL;  
KALEE HOTEL; MAJESTIC HOTEL.  
Telegraphic Address: "CENTRAL, SHANGHAI."

**HOTELS,  
LIMITED.**

In association with the Grand Hotel  
Des Wagons Lits, Peking.

**KOWLOON HOTEL**  
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.  
Tele. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.  
Under the Personal Supervision and Management of  
**FRANK L. COOKE**  
Proprietor.

**KING EDWARD HOTEL.**

CENTRAL LOCATION  
ELECTRIC LIFTS AND LIGHTING,  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS  
Central 373. Telegraphic Address: "Victoria."

**THE EUROPE HOTEL.**  
SINGAPORE.

Terms:—A la carte or inclusive.

Telephone in every room.  
After-dinner dancing every Tuesday,  
Thursday and Saturday.

**GRILL ROOM**

Telegrams "Europe Singapore" **ARTHUR E. ODELL,**  
Telephone 2740. Managing Director.

**THE BEN LINE STEAMERS,  
LIMITED.**

From MIDDLESBRO',  
ANTWERP, LONDON and  
STRAITS

The Steamship  
"BENVORLICH"  
Consignees of Cargo are hereby  
informed that all goods are being  
loaded at their risk into the  
hazardous and/or extra haz-  
ardous godowns of the Hongkong  
and Kowloon Wharf and Godown  
Co., Ltd., whence, and/or from  
the wharves, delivery may be  
obtained.

No claims will be admitted  
after the goods have left the  
godowns, and all goods remaining  
undelivered after the 15th inst.  
will be subject to rent.

All claims against the steamer  
must be presented to the Under-  
signed on or before 29th inst.  
or they will not be recognised.

All broken, chafed and damaged  
goods are to be left in the  
godowns, where they will be ex-  
amined on the 15th inst., at 10  
a.m.

No Fire Insurance has been  
effected.  
Bills of Lading will be counter-  
signed by

**GIBB, LIVINGSTON & CO., LTD**  
Agents,  
Hongkong, 8th Feb., 1926.

"For the Blood is the Life."  
**Sufferers**

from Bad Legs, Abscesses, Ulcers,  
Piles, Glandular Swellings,  
Eczema, Boils, Pimples and Eruptions,  
Gleets, Rheumatism, must realise that the  
only sure way to complete and lasting relief  
is to free the blood of the poisonous waste  
matter, the cause of such troubles.  
Clarke's Blood Mixture contains ingredients  
which sweep out  
and expel  
the impurities,  
cleanse the blood,  
purify the system  
and make the  
blood healthy.

**Clarke's  
Blood  
Mixture**

THE NEW FRENCH REMEDY,  
**THERAPION NO. 1  
THERAPION NO. 2  
THERAPION NO. 3**  
No. 1 for Bladder, Gout, No. 2 for Blood &  
Skin Diseases, No. 3 for Urinary Weakness,  
Prostate, etc. etc. etc. etc. etc. etc. etc. etc.  
Sole Agents: "The World's Dispensary," 11, Ice  
House Street, Hongkong. (Telephone 2100.)

## THE VOLUNTEERS.

## THE LATEST ORDERS.

Hongkong Volunteer Defence  
Corps Orders, issued by Lieut.  
Col. L. G. Bird D.S.O., stato:

1.—Engineer Company.  
The Miniature Range at Corps  
Headquarters is at the disposal  
of the Engineer Company on Mon-  
day, 22nd February, at 5.30 p.m.

2.—Mounted Infantry and  
Armoured Car Cos.

Musket Course Part 1. will  
be shot at Stonecutters Range on  
Sunday, 21st February, 1926.

Range Officer: Lieut. R. L.  
Moncrieff.

Launch will leave Murray Pier  
at 9 a.m. and call at Kowloon Pier  
at 9.10 a.m.

Dress: Uniform optional, but  
rifles bayonets and pouches must  
be taken.

Members much draw their rifles  
and bayonets on Friday, 19th  
February, between 9 a.m. and 12  
noon, and 2 and 4 p.m. or 5 and  
8 p.m., and on Saturday, 20th  
February, between 9 a.m. and 1  
p.m.

## 3.—Arms.

Members are reminded that the  
rifles and bayonets must be re-  
turned to Corps Headquarters as  
soon as possible.

## 4.—Strength.

The following are taken on the  
strength:—

No. 1012 Pte. R. Murray, No.  
7 Platoon, as from 6th  
February, 1926.

No. 1013 Pte. J. Petrie, No. 7  
Platoon, as from 6th Feb-  
ruary, 1926.

No. 1014 Pte. K. S. Boulton, No.  
Platoon, as from 6th Feb-  
ruary, 1926.

No. 1015 Pte. W. Jenner, A.C.  
Co., as from 9th February,  
1926.

## 5.—Promotion.

No. 715 Pte. W. E. Elliott,  
Medical Section, to be Corporal,  
as from 4th February, 1926.

## 6.—Leave.

Lieut. W. Brackenridge, M. C.,  
Armoured Car Company, rejoined  
from leave on 9th February, 1926.

No. 752 Pte. F. G. L. Wheeler,  
No. 3 Platoon, is granted leave  
from 4th February, 1926, to 17th  
February, 1926.

No. 870 Pte. N. J. Austin, Re-  
serve Co., is granted 12 months'  
leave from 5th February, 1926,  
to 4th February, 1927.

No. 235 S. Q. M. S. D. Davies,  
Medical Section, is granted 10  
months' leave, from 1st March,  
1926, to 31st December, 1926.

No. 150 Pte. G. H. Haskett, Re-  
serve Co., is granted 11 months'  
leave, from 5th February, 1926,  
to 4th January, 1927.

No. 848 Pte. H. G. Howard, No.  
7 Platoon, is granted one month's  
leave, from 8th February, 1926,  
to 7th March, 1926.

## 7.—Marksmen.

The following has qualified as  
Marksmen and is entitled to wear  
the badge for one year:—No. 652  
Pte. C. W. Bewick, No. 7 Platoon,  
90 points.

## 8.—Resignations.

H. E. the Governor has been  
pleased to accept the resignation  
by Lieut. John Bartholomew of

## QUEEN'S THEATRE.

ONE OF MACLEAN'S BEST  
PICTURES.

Douglas Maclean has a field of  
his own in the cinema world and  
a popularity not a whit greater  
than his clean, natural humour  
deserves. He is not hilariously  
funny in a rough-and-tumble way,  
but he is artlessly humorous  
just because he does ordinary  
things in a naive and surprised  
way. He is generally an inno-  
cent victim of misunderstandings,  
and, in his picture now showing  
at the Queen's Theatre, he is seen  
first as a victim of more chance  
and, after much really good  
incident and action, the victor  
over circumstance and the winner  
of his heart's desire. His forced  
mountaineering and frantic at-  
tempts to escape from a bear  
which chases him over one of the  
most treacherous peaks of the  
Swiss Alps is one of the funniest,  
if somewhat breath-taking, bits of  
cinema play we have seen.

"Introduce Me" is claimed as  
being one of Maclean's best  
pictures, and we quite agree that  
it is.

## EXCHANGE RATES.

To-day's Exchange rates are as  
follows:—

	Rugby, Feb. 11.
Paris	131.7
New York	4.86 3/4
Brussels	107.
Geneva	25.25
Amsterdam	12.33 1/2
Milan	120 1/2
Berlin	20.42
Stockholm	18.15
Copenhagen	19.60
Oslo	23.90
Vienna	34.55
Prague	164
Helsingfors	163
Madrid	34.44
Lisbon	27 1/2
Rio	77 1/2
Buenos Aires	45 13/16
Bombay	1/5 3/16
Shanghai	3/0 3/4
Hongkong	2/4 1/2
Yokohama	1/10 1/2
Silver (Spot)	30 1/2
Silver (forward)	30 13/16

—British Wireless.

his Commission in the Hongkong  
Volunteer Defence Corps, with  
effect from the 3rd February, 1926.

9.—The following are permitted  
to resign from the Corps:—

No. 167 Pte. A. B. Purves, No.  
7 Platoon, as from 5th  
February, 1926.

No. 661 Pte. E. F. Stewart, No.  
1 Platoon, as from 5th  
February, 1926.

No. 833 Spr. E. L. Stainfield,  
Eng. Co., as from 5th Febru-  
ary, 1926.

No. 709 Spr. C. W. Long, Eng.  
Co., as from 5th February,  
1926.

No. 630 Pte. C. M. Vise, M.I.  
Co., as from 5th February,  
1926.

No. 889 Pte. J. H. Brister, Re-  
serve Co., as from 5th  
February, 1926.

L. D. JOLL, Captain.  
Adjutant, H.K.V.D.C.  
Hongkong, 12th February, 1926.

## FRENCH FINANCE.

M. BRIAND'S  
DETERMINATION.

Paris, Feb. 11.

M. Briand has announced that  
he intends to split the Finance  
Bill into two parts. The first  
part, providing funds needed im-  
mediately to balance the Budget,  
should be voted in the Chamber  
by the 15th instant, and passed  
in both Houses by March 1st.  
The second part, comprising mea-  
sures for amortisation of the  
debt and general financial reform,  
will be taken afterwards. M.  
Briand declared:—"They say  
abroad that we are incapable of  
fiscal effort. Let us at once show  
our financial determination to any  
capacity."—*Reuter.*

WHEN YOUR CHILD  
IS FEVERISH.

Baby's Own Tablets Are His  
First Need.

Simple fever may be the begin-  
ning of more serious trouble;  
therefore prompt measures are  
essential. Keep the child quiet  
in bed. Feed lightly, and give  
plenty of boiled or filtered water  
to drink. Administer Baby's Own  
Tablets according to the direc-  
tions. The Tablets act on fever  
as a direct anti-febrile specific.  
They reduce the inflammation  
which causes the fever and calm  
the circulatory disturbance.

Mr. Ro Suh San, of the Siam  
Electricity Co., 1095, Song Ward  
Road, Bangkok, writes:—"For-  
merly my four children were con-  
stantly suffering from one ail-  
ment or another, such as fever,  
colic and constipation. But of  
late none of them has been ill,  
and I attribute this to the use of  
Baby's Own Tablets. One of my  
boys had an especially bad teeth-  
ing period, but Baby's Own Tab-  
lets proved invaluable in soothing  
him and relieving the pains."

Baby's Own Tablets are guar-  
anteed absolutely safe and harm-  
less even to the youngest child.

Your chemist sells Baby's Own  
Tablets; also post, 60 cents, the  
vial, from the Dr. Williams' Medi-  
cine Co., 60, Kiangse Road,  
Shanghai.

**MANUFACTURERS  
LIFE**

**INSURANCE COMPANY,**  
Toronto, Canada.

Insurance in force  
exceeds..... **C\$ 225,000,000**  
Assets exceed..... **C\$ 55,000,000**

**ARNOLD & COMPANY, LTD.**

Agents,  
GEO. H. LYNOTT,  
Special Representative.

## Entertainments.

**DOUGLAS MacLEAN**

IN

**"Introduce Me"**

**The QUEEN'S**

**ENID BENNETT**

in

**"YOUR FRIEND  
AND MINE"**

**The STAR**

**ANNA Q. NILSSON**

in

**VANITY'S PRICE**

**THE WORLD**



**KING EDWARD  
HOTEL**  
TEA DANCES  
with be held every  
**TUESDAY** and  
**THURSDAY.**  
DINNER DANCES  
every **SATURDAY.**

Special  
CHINESE  
NEW YEAR EVE  
FANCY DRESS  
BALL  
on Friday, February,  
12th, 1926, Dancing  
8 to 12 Midnight.

Reservations should now be made.

\$3.50 per head.

**THEATRE ROYAL**  
TO-DAY,

BY PUBLIC REQUEST

**DICK NORTON**

AND HIS

**NEW GLOBE  
TROTTERS**

IN A

**SPECIAL PROGRAMME**

ARE GIVING

A MATINEE Commencing at 3

and

NIGHT PERFORMANCE at 9.15

Half Price for Children in \$3 seats.

Booking at MOUTRIE'S.

**P. T. FARRELL**  
Consulting Engineer

—AND—

Manufacturers' Representative.

Agent for:—Boiler's Crude Oil Engines

Marine, Stationary and Lighting.

King's Building, Top Floor.

Telephone C. 2566. Telegraphic Address "FARSEEING."

**LORE CAVAN.**

TO BE SUCCEEDED BY SIR  
GEO. MILNE.

Rugby, February 11:  
General the Earl of Cavan was  
received in audience by the King

at Buckingham Palace this morn-  
ing, upon relinquishing his ap-  
pointment as Chief of the Imperial  
General Staff.  
Lord Cavan's retirement takes  
effect in a week's time, when he  
will be succeeded by General Sir  
George Milne.—*British Wireless.*

Printed and Published for the Proprietor by **FREDERICK  
PERCY FRANKLIN**, at 11, Ice House Street, in the City of  
Victoria, Hongkong.

## OUR FOOTBALL CARTOON.

(By Stan. Hill)



(The Hongkong and Shanghai interport football teams meet at Shanghai to-morrow to decide which port shall hold the Telegraph cup for another year.)

**LATEST  
VIEWS  
OF  
HONGKONG  
JUST  
PUBLISHED.**

Now on sale by  
**MEE CHEUNG**

Ice House Street  
and  
Beaconsfield Arcade.

Price \$3.00 Only.